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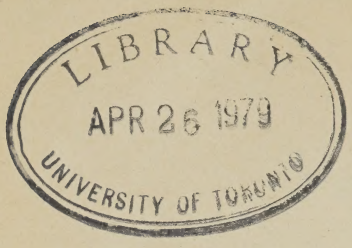
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THE LABOUR GAZETTE

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THE HONOURABLE T. W. CROTHERS, K.C.

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THE

LABOUR GAZETTE

JULY, 1910.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF JUNE, 1910.

I.—GENERAL SUMMARY.

THE general tone of trade and industry was strongly influenced throughout the month of June by the reports received from the agricultural sections, especially from the North-west Provinces. At the end of the month the consensus of these was favourable. In Western Canada, a period of rapid growth during the opening weeks was succeeded by one of heat and dryness, but rainfalls in the closing weeks prevented permanent or widespread damage. The early date at which seeding was completed and the succeeding cool weather has enabled a good root system to be formed, and cutting is expected to be early. In the other agricultural provinces, and especially in the Maritime Provinces, the general outlook is very favourable, the dairying branch in particular reporting good yields. As a result, the activity which has characterized trade and industry during the past three months was maintained. Manufacturing establishments of all kinds were for the most part working to full capacity and with full staffs. Builders will have a very active season. The lumbering and mining industries were both on a sound basis, with activity more general and more pronounced than for some time past. Railway construction camps throughout Canada were busy, there being a demand for additional men, especially in British Columbia. The immigration movement continued very heavy, the supply being rapidly absorbed. Wages were upward to a more marked degree than at any time during the past three years.

Changes in Wages and Hours of Labour.

The following is a statement by industries and groups of trades of the more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during June, 1910.

Building Trades.—Carpenters at Halifax, N.S., (125) had their wages increased from 27 to 30 cents per hour. Plumbers in the same city (thirty-eight) were advanced from 25 to 30 cents per hour. Bricklayers and masons at St. John, N.B., obtained a scale of 45 cents per hour. Bricklayers and masons at Niagara Falls, Ont., received an advance from 50 to 55 cents per hour. Masons and bricklayers (500) at Montreal, obtained an increase from 40 cents to 45 cents per hour.

Printing.—The eight-hour day went into effect at Chatham, Ont. Printers at Woodstock, Ont., had their hours reduced from fifty-three to forty-eight per week.

Metal trades.—Sheet metal workers (100) at Hamilton, Ont., had their wages advanced from 25 to 32½ cents per hour. Electric workers in the same city also obtained an advance. Moulders at Peterborough, Ont., were advanced to $2.75 per day. Sheet metal workers at Ottawa

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(sixty-three) obtained an advance in minimum rates from 27 to 30 cents per hour. Stove plate mounters in the same city (thirty) were advanced 25 cents per day.

Clothing trades.—Custom tailors at Hamilton, Ont., received a 12½ per cent. increase.

Food and tobacco preparation.—Cigar makers (254) at London, Ont., were granted an increase of $1.00 per 1,000.

Railway employés.—Conductors, brakemen, yardmen and baggagemen on the Père Marquette Railway system have received a substantial increase in wages.[1]

Public employés.—Corporation labourers at Ottawa, Ont., (800) were advanced from $1.75 to $1.80 per day of nine hours.

Unskilled labour.—Labourers employed by the Nova Scotia Coal Company, to the number of 300, obtained an increase on June 1, from $1.45 to $1.52 per day.

Interruptions to Industries.

Among industrial establishments, etc., destroyed by fire or through other causes during June, 1910, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.—Railway station and cars at Halifax; tannery, outbuildings, general store and residence at Lyon's Brook, loss, $400,000, 150 men out of employment; hotel at Maccan, loss, $3,000; sawmill at South Maitland loss, $90,000

New Brunswick.—Business block at Parrsboro, loss, $4,000; church at Hillsboro, loss, $21,000; business block at Shediac.

Quebec.—Tenement houses at Bromptonville, loss, $9,000; newspaper office at Coaticook; business block at Cowansville; sawmill at Joliette, loss, $60,000; sawmill at Ferme Neuve, loss, $5,000; bakery at Hull, loss, $2,000; church at Kingscroft, loss, $3,000. At Montreal, trunk factory, loss, $35,000; Herald building, loss, $200,000; tenement houses, loss, $9,000. Factory at Quebec, loss, $9,000; sawmill at St. Cyrille de Wendover, loss, $10,000; hospital at St. Joseph de Lévis loss, $50,000; church at St. Hermas, loss, $3 000. Lumber warehouse at Scotstown, loss, $5,000; stable and residence at Victoriaville, loss, $1,500. Barns at l'Abord à Plouffe and Sutton.

Ontario.—Sawmill at Atikokan, loss, $50,000; boat house at Amherstburg, loss, $1,000; factory at Berlin, loss, $3,500; outbuildings and farm house at Galetta, loss, $2,500; boarding house at Haileybury, loss, $6,000; tinning factory at Hamilton, loss, $2,000, ten men out of employment; lumber yard and skating rink at Hawkesbury, loss, $2,500; hardware store at Huntsville; business block at Kemptville, loss, $50,000; woodworking factory at London; paint factory at London, loss, $20,000 tool and vehicle shop, livery stable and dwellings at Midland; boarding house at Niagara Falls, loss, $3,500; hotel at Orilla, loss $3,000. At Ottawa: drug store, loss, $8,000; mica factory and residence, loss, $6,000; stable and eight horses, loss, $12,000, abattoir, loss $10,000. Sawmill and lumber yard at Powassin, loss, $7,000; hotel and outbuildings at Pembroke; stave mill and cars of lumber at Ruscom station; hotel at Orangeville, loss, $3,000; foundry at Sault Ste. Marie, loss, $30,000, fifty men out of employment; sawmill at Spanish River; brick works at Toronto (partial) loss, $1,300. Forest fires in the neighbourhood of Port Arthur and Fort William cause damages to railway construction camps along the line of the National Transcontinental Railway and to standing timber estimated at over $2,000,000. These fires continued during the last two weeks of the month, and at the close were still burning, but with less intensity. The resulting smoke seriously impeded navigation on Lake Superior.

Manitoba.—Outbuildings and contents at Boissevain, loss, $3,000; warehouse at Dugald, loss, $10,000; three stores at Pilot Mound, loss, $43,000; lumber sheds and contents at Portage la Prairie; bedding factory at Winnipeg, loss, $35,000, 100 hands out of employment.

Saskatchewan.—Twenty buildings destroyed by cyclone at Halbrite; railway station at Watson; school house at Weyburn.

A cyclone in Saskatchewan and Manitoba on June 27, caused heavy damage to property and some loss of life.

Alberta.—Hotel, stables and forty-one horses at Irving, loss, $10,000; telegraph office at Mirror Lake.

British Columbia.—Cannery at Eagle Harbour, loss, $30,000; church, three stores and residences at Port Essington; packing factory at Vancouver, loss, $50,000.

Conditions in the Industries and Trades.

Conditions of employment during June in the several industries and groups of trades throughout Canada, as indicated by reports of correspondents of *The Labour Gazette*, and by information received at the Department of Labour from other sources, may be briefly summarized as follows:—

Agriculture.

Interest centered on the progress of the growing crops during June, especially in Western Canada. Throughout May the weather was dry and backward, but a fall of snow later afforded a supply of moisture. This was followed during the first half of June by rising temperatures and growth was exceptionally rapid. Wheat in Alberta has already headed out and will be ready for cutting by the third week in July. Later in the month, anxiety for lack of rain was felt in several sections, and some damage was reported, especially in southwestern Manitoba. In the closing week, however, general rainfalls relieved the situation and at the end of the month the outlook was generally favourable. Little or no damage from frost has occurred. Farm labour was already in active demand,

[1] See report of St. Thomas, Ont., correspondent.

though the active immigration movement supplied the needs in most sections. The number of extra labourers required to harvest this year's crop is estimated to exceed 26,000. Agricultural conditions in Ontario and the Eastern Provinces are regarded as very favourable. Hay will be heavy and will be harvested earlier than usual. Hot weather in southern Ontario caused a diminution in the yield of small fruit. Wheat was downward and meat prices also declined. Corn and coarse grain followed, the chief cause attributed being the promise of good crops.

In the dairying branch, the flow of milk was heavy owing to the uniformly excellent condition of the pastures. The output of butter and cheese was heavy.

The *Census* and *Statistics Monthly* for June estimates the total area of field crops in Canada at 30,554,200 acres, or 2,359,300 acres more than last year, and 4,951,050 acres more than in 1908. The largest increase has taken place in the acreage devoted to wheat, which now amounts to 9,294,800. It is stated that replanting has been necessary to a less extent than usual.

The June Bulletin issued by the Government of Saskatchewan pronounces the condition of the crop satisfactory at the close of May, the cool weather having developed a good root system.

According to reports received at the Ontario College of Agriculture, the crop outlook from that Province is encouraging. Seeding was early and was followed by cool weather. Clover is a very heavy crop, but fall wheat is patchy. Germination took place under favourable conditions and the yield is expected to surpass that of last year.

Sessions were held by the Saskatchewan Elevator Commission at different points in the Province. The executive of the Saskatchewan Grain Growers' Association presented their views with regard to the establishment of a system of Government owned and operated elevators.

The Commission appointed by the Government of Manitoba to investigate the condition of live stock market facilities at Winnipeg, submitted its report during June. It recommends the establishment of public abattoirs and market to be conducted as a public utility by the Government of the Province.

Fishing.

Favourable reports were received from the coastwise and deep sea fisheries of the Maritime Provinces. Good catches of cod, shad and halibut were taken. Herring and mackerel were fairly abundant. The lobster catch was fair during the first half of the month and improved towards the close. Canners were obtaining good prices. New Brunswick harbour fishermen made fair returns. On the Great Lakes coarse fish were taken in fair quantities. The season at Lake Winnipeg has been more active than usual and it is expected that the prescribed limit will be reached earlier than last year. An inspection of the Lake Winnipeg fisheries was being made by the Commission recently appointed by the Dominion Government. In British Columbia, the run of spring salmon was light until the closing week of the month when some good catches were made. Preparations are under way for a normal run of sockeyes. The question of the rating of boats for the northern canneries was under discussion between the Dominion and Provincial Governments during the month.

Lumbering.

Driving conditions in New Brunswick were improved by rainfalls and many logs hung up during May were brought safely to the mills. Wages paid to stream drivers in this Province ranged from $2.25 to $2.75 per day; exceptionally good men received $3 per day. Low water interfered somewhat with the getting out of logs in Quebec and Ontario, but conditions improved in this respect, towards the end of the month. In British Columbia both mills and camps were very active. Some scarcity of labour was experienced in the mountain section. A steady improvement in the foreign lumber trade continued and prices were firm, hemlock in Ontario having shown advances. The industry throughout Canada is regarded as on a more favourable basis than for some time past.

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of *The Gazette* as published in the present issue several trades and industries throughout the Dominion. The table has reference only to the amount of employment headings in *The Gazette*. In tabulating the information in question, the terms employed are divided into two groups, the very active, (2) quiet and very quiet.

City and district of correspondent.	Agricultural operations.	Fishing.	Lumbering (including sawmilling.)	Mining.	Manufacturing.	Railway construction.	Building trades.
Nova Scotia—							
1—Sydney	Active	Active	.....	Very active	Very active	.....	Active
2—Westville	Active	Active	Active	Active	Active	.....	Active
3—Halifax	Active	Active	.....	Active	Active	.....	Quiet
4—Amherst	Active	Active	Quiet	Active	Very active	.....	Active
Prince Edward Island—							
5—Charlottetown	Very active	Active	.....	.....	Active	.....	Active
New Brunswick—							
6—Moncton	Active	Active	Active	Active	Very active	Active	Active
7—St. John	Active	.....	Active	.....	.....	Active	Active
8—Newcastle	Quiet	Quiet	Very active	.....	.....	.....	Active
Quebec—							
9—Quebec	Active	.....	Active	.....	Active	.....	Quiet
10—Sherbrooke	Active	.....	Active	Very active	Very active	.....	Active
11—Three Rivers	Very active	Active	Active	.....	Active	Active	Active
12—St. Hyacinthe	Active	.....	.....	.....	Very active	.....	Active
13—St. Johns and Iberville	Active	Active	.....	.....	Very active	.....	Active
14—Maisonneuve	Active	.....	.....	.....	Very active	.....	Active
15—Montreal	Active	.....	.....	.....	Very active	.....	Active
16—Hull	Active	.....	Active	.....	Active	.....	Very active
Ontario—							
17—Ottawa	Very active	.....	Very active	.....	Very active	Active	Very active
18—Kingston	Very active	Active	Active	Active	Active	.....	Active
19—Belleville	Active	Quiet	Active	Active	Very active	Active	Active
20—Perterborough	Active	.....	Active	.....	Very active	.....	Active
21—Toronto	Very active	.....	.....	.....	Very active	.....	Very active
22—Niagara Falls	Very active	.....	.....	.....	Very active	Active	Active
23—St. Catharines	Very active	.....	.....	.....	Very active	.....	Active
24—Hamilton	Active	.....	.....	.....	Very active	Active	Active
25—Brantford	Active	.....	.....	.....	Very active	.....	Very active
26—Guelph	Active	.....	.....	.....	Very active	.....	Very active
27—Berlin	Very active	.....	.....	.....	Very active	.....	Active
28—Woodstock	Active	.....	.....	.....	Very active	.....	Quiet
29—Stratford	Very active	.....	.....	.....	Very active	.....	Active
30—London	Active	.....	.....	.....	Active	.....	Quiet
31—St. Thomas	Active	.....	.....	.....	Very active	.....	Active
32—Chatham	Active	.....	.....	.....	Active	.....	Quiet
33—Windsor	Active	.....	.....	.....	Very active	.....	Active
34—Sault Ste. Marie	Quiet	Quiet	Quiet	.....	Active	.....	Very activ
35—Port Arthur & Fort William	Active	.....	Active	.....	Active	Active	Active
Manitoba—							
36—Winnipeg	Active	.....	Active	.....	Active	.....	Very active
37—Brandon	Very active	.....	.....	.....	Active	.....	Very activ
Saskatchewan—							
38—Regina	Active	.....	.....	.....	Very active	Active	Active
39—Moose Jaw	Active	.....	.....	.....	Active	.....	Active
Alberta—							
40—Calgary	Active	.....	.....	.....	Active	Active	Active
41—Edmonton	Active	.....	.....	.....	Active	Very active	Active
British Columbia—							
42—Nelson	.....	.....	Very active	Very active	.....	.....	.....
43—New Westminster	Active	Quiet	Very active	.....	Active	.....	Active
44—Vancouver	Active	.....	Active	.....	.....	.....	Active
45—Victoria	Active	.....	.....	.....	Very active	.....	Very active
46—Nanaimo	Active	Quiet	Active	Active	.....	.....	Active

CANADA DURING THE MONTH OF JUNE, 1910.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken as to wage changes, trade disputes and kindred phenomena treated under separate order indicating in each, the degree to which general conditions were favourable or unfavourable, as follows: (1) active

	Metal, engineering and shipbuilding.	Woodworking.	Printing and Allied trades.	Clothing.	Food and tobacco preparation	Leather.	General transport.	Miscellaneous.	Unskilled labour.
1—	Active	Active	Active	Active	.....	.....	Active	Active	Active
2—	Active	.....	Active	Active	Active	.....	Active	Active	Quiet
3—	Quiet	.....	Active	Active	Active	.....	Active	Active	Quiet
4—	Active	Active	Active	Active	Active	Active	Active	Active	Active
5—	Active	Active	Active	Active	Active	Active	Active	Active	Active
6—	Active	.....	Active	Active	Active	Active	Active	Active	Active
7—	Active	.....	Active	Active	Active	.....	Active	Active	Active
8—	Active	.....	.....	.....	Active	.....	Active	.....	Active
9—	Active	.....	Active	Active	Active	.....	Active	Active	Quiet
10—	Active	Active	Active	Active	Active	.....	Active	Active	Active
11—	Active	Active	Active	Active	Active	.....	Active	Active	Active
12—	Active	Active	Active	Active	Active	Active	Active	Active	Active
13—	Active	Active	Active	Active	.....	.....	Active	Active	Active
14—	Active	Active	Active	Active	Active	Active	Active	Active	Active
15—	Active	Active	Active	Active	Active	Active	Very active	Active	Active
16—	Active	Active	.....	.....	.....	.....	Very active	Active	Very active
17—	Active	Active	Very active	Active	Active	Active	Very active	Active	Very active
18—	Active	Active	Active	Active	Active	Active	Active	Active	Active
19—	Active	Active	Active	Active	Active	Active	Active	Active	Active
20—	Active	Active	Active	Active	Active	.....	Active	Active	Active
21—	Active	Active	Active	Active	Active	Active	Active	Active	Active
22—	Active	.....	.....	Active	Active	.....	Active	Active	Active
23—	Active	Active	Active	Active	Active	Active	Active	Active	Active
24—	Active	Active	Active	Active	Active	Active	Active	Active	Very active
25—	Very active	Active	Active	Very active	Active	Active	Very active	Active	Very active
26—	Active	Active	Active	Active	Active	.....	Active	Active	Active
27—	Active	Active	Active	Active	Active	Active	Active	Active	Active
28—	Very active	Very active	Active	Very active	.....	.....	Active	Active	Very active
29—	Active	Active	Very active	Active	Active	Active	Active	Active	Very active
30—	Active	Active	Active	Active	Active	.....	Active	Active	Very Quiet
31—	Active	.....	Active	Active	.....	.....	Active	Active	Very active
32—	Active	Very active	Active	Active	Active	.....	Active	Active	Active
33—	Active	Active	Active	Active	Active	.....	Active	Active	Very active
34—	Active	Active	Active	Active	Active	.....	.....	Active	Active
35—	Active	Active	Active	.....	Active	.....	Active	.....	Active
36—	Active	Active	Active	.....	.....	.....	Active	.....	Very active
37—	Active	Active	Active	Active	Active	.....	Very active	Active	Very active
38—	Very active	Active	Active	Active	Active	.....	Active	Active	Active
39—	Active	Active	Active	Active	Active	.....	Active	Active	Active
40—	Active	Active	Active	Active	Active	Active	Active	Active	Active
41—	Active	Active	Active	Active	Active	.....	Active	Active	Active
42—	.....	.....	.....	.....	.....	.....	Active	Active	Very active
43—	Active	Active	Active	Active	Active	.....	Active	Active	Very active
44—	Active	Active	.....	.....	.....	.....	Active	Active	Active
45—	Active	.....	Active	.....	.....	.....	Active	Active	Active
46—	Active	Active	Very active	Active	Active	.....	Active	Active	Very active

An Order-in-Council has been passed setting aside the eastern slope of the Rocky Mountains, from the international boundary northward as far as the fifty-fourth parallel of latitude, from settlement or occupation, to be administered as a forest reserve and for the protection of the water supply. The total area affected is about 14,400 square miles. The width of the area varies from 10 to 50 miles.

Mining.

The month was one of steadily increasing activity throughout almost the whole of Canada. In the Nova Scotia collieries, outputs were increased, marked activity prevailing in the several districts, with the exception of Springhill, where strike conditions were still operative, though at this point also there was an increase in output, Activity has also been pronounced in the metalliferous mining districts of the Province and in New Brunswick. The annual examinations for coal miners' certificates were held in Nova Scotia. In Quebec, experienced miners were in demand in the asbestos and copper mines of the Eastern Townships, and mica factories were steadily increasing their output. Activity prevailed in the Cobalt and tributary camps. The collieries of Alberta and British Columbia were working steadily, with trade prospects favourable and gradual expansion promised. Very favourable reports were received from the metalliferous camps of the interior of British Columbia, the output showing a heavy increase compared with the previous year.

Manufacturing.

There was little change compared with the preceding month, the general situation being one of pronounced activity. Industrial establishments in nearly all branches and localities were running to full capacity and in many cases were working overtime. The scarcity of female help continued. Textile workers were also in active demand.

The annual statement of the Dominion Iron and Steel Compnay, Limited, gave the following as the output for the year:—

The output for the year was as follows:—

Pig Iron	255,161	Gross	Tons.
Steel Ingots	302,118	"	"
Steel Rails	146,967	"	"
Steel Wire Rods	81,581	"	"

The balance remaining at credit of Profit and Loss Account, after providing for depreciation, etc., and for accruing interest and dividend, amounts to $2,058-225.55. The Company's plant and property have been maintained in their usual state of efficiency; the output for the year, was not aided in any way by the additions undertaken since the last meeting. Of the additions referred to, the coke ovens are nearly completed, the blast furnace, open hearth furnaces and power plant are well under way, and contracts have been let for the new finishing mill. The additional coke ovens will increase the efficiency of the existing plant, as the present blast furnaces are capable of a larger output with an ampler supply of coke.

The organization of the Dominion Canners, Limited, with head office at Hamilton, and with an authorized capital of $12,500,000, of which $5,700,000 has been issued, was announced. The merger took over the following factories:—

Aylmer Canning Company, Aylmer; Brighton Canning Company, Brighton; Kent Canning Company, Chatham; Delhi Canning Company, Delhi; Dresden Canning Company, Dresden; F. R. Lalor Canning Company, Dunnville; Grimsby Canning Company, Grimsby; Aylmer Canning Company, Hamilton; Simcoe Canning Company, Hamilton; Imperial Canning Company, Kingsville; Lakeport Preserving Company, Lakeport; Warehouse, Hamilton; Delhi Canning Company, Niagara-on-the-Lake; A. C. Miller, Picton; W. Boulter & Sons, Picton; Port Hope Preserving Company, Port Hope; Simcoe Canning Company, Simcoe; Simcoe Canning Company, St. Catharines; Ontario Pure Food Company, St. Catharines; Kent Canning Company, Sandwich; Strathroy Canning Company, Strathroy; Lowery Brothers, St. Davids; Miller & Company, Trenton; Bowlby Brothers, Waterford; Belle River Canning Company. Belle River; L. N. Schenck & Company, St. Catharines; A. B. Taylor Canning Company, Bloomfield; Wellington Packing Company, Wellington; West Lorne Canning Company, West Lorne; Leamington Canning Company, Leamington; Amherst Canning Company, Amherstburg; Aylmer Condensed Milk Company, Limited, Aylmer; Belleville Canning Company, Belleville; Bloomfield Packing Company, Bloomfield; Farmers' Canning Company, Limited, Bloomfield; Burlington Canning Company, Burlington; Hillier Preserving Company, Hillier; Jordon Station Canning & Preserving Company, Jordan Station; Napanee Canning Company, Napanee; Niagara Falls Canning Company, Niagara Falls; Old Homestead Canning Company, Picton; J. H. Wethey, Limited, St. Catharines; St. Thomas Canning Company, St. Thomas; Tilbury Canning Company, Limited, Tilbury; Lakeside Canning Company, Limited, Wellington.

Railway Construction.

Reports received during the month were of pronounced activity in connection with the various large contracts under way throughout Canada. Labour was in very active demand, especially in British Columbia.

The chief consulting engineer of the National Transcontinental Railway stated during June that the work was going ahead well, the chief difficulty in the way of early completion of the line being a scarcity of labour and the heavy work in the mountain section. West of Winnipeg, 915 miles of track have been laid and of these 820 are being operated.

The mountain section is 836 miles long, of which 438 miles are under construction, track-laying being in progress for the first 100 miles. The annual report of the Commissioners shows that sixty-three per cent. of the grading of the whole line is finished and forty-five per cent. of the bridging. Five hundred and twenty-one miles of track were laid during the year ended March 31, 1910.

A contract was signed in the last week of June between the Nova Scotia Government and the Halifax and Eastern Railway Company, under which a railway is to be built from Dartmouth to Guysboro and a branch from New Glasgow to Country Harbour. The contract specifies that the whole undertaking must be finished by September 1, 1913.

Large orders were placed during June by the Grand Trunk Railway Company for rolling stock.

General Transport.

Railway and water traffic was heavy and workmen in both branches were well employed. Canal traffic was very heavy.[1] Railway earnings showed large increases over the corresponding period of 1909.

Traffic through the Sault Ste. Marie canals during May, 1910, was as follows:—

	U.S. Canal.	Canadian Canal.	Total.
Vessel passages No...	1,587	1,271	2,858
Reg'strd Tonnage Net	3,646,521	3,585,163	7,231,684
Freight—			
East Bound Net tons	2,062,314	4,707,390	6,769,704
West Bound Net tons	1,096,653	661,929	1,758,582
Total freight Net tons	3,158,967	5,369,319	8,528,286

The annual meeting of the Canadian Street Railway Association, held at Montreal, Que., June 9 and 10, was the most largely attended in the Association's history.

The annual report of the Montreal Harbour Commissioners, recently issued, shows a large increase in revenue. The sum of $878,570 was disbursed on capital account.

The Trades.

Building.—The activity noted during April and May was continued during June, the number of permits issued and the value of buildings contracted for in nearly all the large centres, showing a large increase compared with the corresponding period of 1909.

Metal and woodworking.—Industrial establishments were very active and there was a good demand for labour throughout Canada. Electrical workers, linemen and coopers were especially busy.

Printing.—The allied trades had a good month. The activity of the previous months of the season being well maintained.

Clothing.—Journeymen tailors, garment workers, hat and cap makers were very active. Dullness, due to seasonal causes, prevailed in the boot and shoe factories.

Textile.—Cotton and woollen mills were busy; in the former a scarcity of help was reported in some localities.

Leather.—Trade conditions were active, and tanners, curriers and leather workers were well employed.

Food and tobacco preparation.—There was a strike among cigar makers at London, Ont., but otherwise the output of cigars, tobacco, etc., was well maintained.

[1] See report of Montreal correspondent.

Miscellaneous.—Barbers, hotel and restaurant employés had a good month. The tourist traffic though late in opening, owing to prevailing cool weather, promises well. Laundry workers were busy. Domestic help was very scarce.

Unskilled labour.—This class was well employed in nearly every section of Canada, and in many localities there was a demand for additional workmen.

Canadian Trade and Revenue.

Foreign trade.—During May, 1910, the total value of imports into Canada entered for consumption was $38,821,963, compared with $28,159,077 in May, 1909. For the first two months of the present fiscal year ending May 31, 1910, the total value of imports entered for consumption was $69,688,950, compared with $50,760,648 in the corresponding period of the past fiscal year. The total value of domestic exports during May, 1910, was $18,347,432 compared with $15,810,207 in May, 1909. The domestic exports for the two months ending May 31, 1910, were $32,855,113, compared with $27,673,004 in the corresponding months last year. During May, 1910, there were increases in exports of the forest, the fisheries, agriculture and decreases in products of the mine, animals and their produce and manufacture. The grand total of Canadian trade for May, 1910, was $59,187,972, compared with $44,911,736 in May, 1909.

According to reports of Trade Commissioners received at the Department of Trade and Commerce there is a market in Peru for British Columbia ties (sleepers), lumber, railway equipment, wheat and wood pulp.

Imperial trade.—The reports of the Trade Commissioners of the Department of Trade and Commerce, Canada, show trade openings in Great Britian and the different Dominions of the Empire as follows:—For Canadian fish in British Guiana, Ste. Lucia, Grenada and St. Vincent; for carriage supplies in South Africa; for salted mackerel, British Columbia canned salmon of the best quality, and Nova Scotia lobsters in Australasia. The text of the Australian Customs' declaration affecting Canadian shippers was published in the weekly report of the Department of Trade and Commerce for June 13, 1910. More frequent visits from Canadian commercial travellers to Barbadoes was recommended. The importance of Bristol as a distributing centre for Canadian products is mentioned The directory of foreign importers published in the Departments' weekly reports gives the names of importers in South Africa, St. Kitts, Antigua, Mexico, Shanghai, British Guiana and Havana. Trade treaties with Belgium and Italy were completed on much the same basis as the Franco-Canadian agreement.

Domestic trade.—The heat wave caused an increase in the demand for summer wear and the favourable crop reports imparted a buoyant tone to general trade. The market for heavy materials was very active. Groceries and hardware were moving freely.

The bank statement for May showed a decrease in call loans and a growth in current loans. Deposits continued to increase but circulation showed a shrinkage compared with the preceding month. Bank clearings have shown large gains compared with the corresponding period of last year.

The annual report of the Home Bank showed a large growth in deposits and total assets. Three new branches have been opened during the past year.

At the thirty-fifth annual meeting of the Imperial Bank of Canada a large increase in deposits and circulation was reported. The statement of the Bank of Montreal for the half year ending April 30, shows a decrease in profits. The Quebec Bank's annual statement was favourable. Winding up proceedings have been begun in connection with the Monarch Bank.

Notes.

The annual conference of Canadian Charities and Correction was held at Guelph, Ont.

The annual meeting was held of the Montreal branch of the Canadian Manufacturers' Association.

Further sittings were held by the Commission appointed by the Government

of Saskatchewan to inquire into the public ownership of grain elevators.

The Retail Merchants' Association of Ontario and the Wholesale Grocers' Guild held their annual meetings at Kingston, Ont., and Montreal, Que., respectively.

An Order-in-Council was passed by the Government of Ontario appointing Chief Justice, Sir William Meredith, a Commissioner to consider the question of workmen's compensation for injuries. The full instructions to the Commissioner are as follows:—

To inquire and report as to the laws relating to the liability of employers to make compensation to their employés for injuries received in the course of their employment which are in force in other countries, and as to how far such laws are found to operate satisfactorily, and to cause to be prepared and report a bill embodying such changes in the law as in his opinion, should be adopted.

A conference of forty-four emigration societies, called by the Colonial Institute, was held at London, Eng., for the purpose of discussing the question of emigration and promoting plans for diverting to British colonies the stream of emigration now going elsewhere.

The Board of Control of Montreal, Que., has recommended that provision be made for the education of the children and for the maintenance of the widow of Constable O'Connel who lost his life while making an arrest, in addition to the benefit from the Police Benevolent Fund.

The first general meeting of the shareholders of the Dominion Steel and Coal Corporation was held at Montreal, Que., June 17, 1910, for the election of officers and directors.

The International Aviation Association Limited, has been incorporated with a capital of $100,000 and headquarters at Montreal, Que., for the purpose of manufacturing and dealing in aeroplanes, balloons and other devices and machines for travelling in the air.

Under an Act passed at the recent session of the New Brunswick Legislature the following have been appointed as a Board of Public Utility Commissioners for the Province: D. M. L. Vince, D.C.L., K.C., Woodstock, chairman; G. O. D. Otly, K.C., Hampton; O. M. Melanson, Shediac; with F. P. Robinson, Fredericton, as secretary.

An official statement has been handed out regarding the recent merger of various steel manufactures, the head office of which will be in Hamilton. The consolidation includes the Hamilton Steel & Iron Company, the Montreal Rolling Mills Company, the Canada Screw Company, the Dominion Wire Manufacturing Company, Limited, and the Canada Bolt & Nut Company. The officials summarize the advantages as follows: Reduction in cost of administration; economies to be effected in the purchase of supplies and materials; reduction of selling, distribution and transportation charges; increased efficiency by specializing the manufactures of the individual plants, and the avoidance of unnecessary competition. The merger is capitalized at $25,000,000.

According to the Montreal Municipal Gazette, the number of dwellings in Montreal is 75,122. It is further shown in an abstract of the property assessment rolls for last year, that the highest rental paid is $4,000 a year, which is accredited to but one dwelling. As regards the homes of workingmen the following information is given: For a rental of $150 a year there are 3,069 dwellings; for a rental of $130 a year the dwellings are 3,769; for a rental of $120 the dwellings are 5,752; and for a rental of $100 a year the dwellings number 7,466, which is the highest number in the list. For a rental of $90 a year the number of dwellings is 6,076; and for a rental of $80 a year the dwellings number 6,170. Rentals of $60 a year have 4,980 dwellings, and of $50 a year there are 2,446 dwellings. There is one dwelling reported to be worth a rental of but $10 a year, and two other shacks valued at $20 a year.

A noteworthy feature of the current discussion of the subject of workmen's compensation for injuries, was the meeting on June 10, in Chicago, Ill., of the first International Conference on Industrial

Diseases ever held on this continent. Delegates designated by the Governors of various states, representatives of trade organizations, members of labour commissions in various states, representatives of universities, manufacturers' associations, and trade unions, took part in the discussion. The President of the Chicago Tuberculosis Institute presided, and the programme included addresses by many well-known authorities on labour legislation and industrial hygiene, followed by discussions. Among the subjects dealt with were, phosphorous poisoning in the manufacture of matches, lead poisoning, the conservation of human resources, the importance of industrial hygiene, and the problem and extent of industrial diseases. The statement was made that the money lost in the United States in one year due to preventible occupational diseases is nearly one billion dollars.

The annual convention of the Associated Boards of Trade of Western Canada was held at Brandon, Man. A general discussion of the labour problem in the West, with particular reference to its bearing upon the harvest, was a feature of the convention. The following resolution was adopted:

"Whereas, owing to the increased acreage of land under cultivation in the Western Provinces this year, and the excellent crop prospects that prevail at the present time, the number of harvest hands required will be greatly in excess of that required in any previous year, and, whereas, the sources from which the supply has been procured heretofore are rapidly diminishing.

"Therefore, be it resolved that the associated Boards of Trade of Western Canada request the Dominion Government and the Provincial Governments of Manitoba, Saskatchewan and Alberta to co-operate with the railway companies through the agents of the latter and with the labour exchanges in the older countries to procure the supply of labour necessary to assist in harvesting the grain crop.

"Further—that the associated Boards request the Dominion Government and the Governments of the three Western Provinces to each appoint one or more parties who shall furnish in good time, reliable information as to the number of harvest hands required and to assist in a systematic and equitable distribution.

"And further—That the Dominion Government be requested to modify the existing immigration laws so as to allow harvest hands to enter the country without unnecessary monetary restrictions."

II. REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were very active during June and business all over the district was brisk. A more settled feeling now prevades industry and a more confident tone is expressed by all business concerns as to trade stability in the future.

The steel and coal trades were active, the demand for steel products and coal being very good. Transportation facilities are at their best during this season and large quantities of coal were shipped by water into Quebec and Montreal territory. Steel products were also sent out in large cargoes while iron ore, limestone and dolomite is being stocked in the steel yards. All factories, foundries and allied trades of the coal and steel industry were active.

Woodworkers and building trades were very busy.

The Sydney Steel plant worked up to its full capacity in nearly all departments. The new additions to the plant are going ahead with all possible speed. Repairs on the Sydney Mines steel plant were carried on throughout the whole month of June and will be continued well on in July.

The coal industry was very active, some of the Dominoin collieries being placed on double shift. Large outputs are being obtained and with the product of the New Dominion collieries on the Victoria areas, record days in the coal output will soon become common. Work on the opening up of three collieries, two of which are on the Victoria areas at New Waterford and one at Birch Grove, Port Morien, was begun late in the month, and just as soon as prospect work has been completed, the slopes of No. 16 Dominion will be opened up, and work on No. 17 will follow shortly afterwards. The coal heaps of this Company

have been untouched and are being kept for use later on in the season.

The output of the Nova Scotia Steel Company was much the same as in May, the increased output over the first six months of 1909, being upward of 70,000 tons. This Company in response to a request from the Provincial Workers' Association granted all the low paid colliery labour an increase of five per cent., beginning on June 1. Wage adjustments of other classes were also made.

Transportation by rail and water was heavy. A night train between Sydney and Halifax was put on early in the month.

The building trades in Sydney and in the colliery towns were active. There is much building going on in the district at present but as the labour supply is good, the work will all be completed before the end of the season.

Wholesale and retail trade was normal.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—While weather conditions have been fine and favourable to the growth of the hay crop, yet it was rather cold for roots and vegetables and these have not advanced as they should have done, seeing the season came in so early.

Fishing.—Fish was not as plentiful as desired, although fair catches of cod, shad and halibut were obtained. Lobster catches were fairly good.

WESTVILLE, N.S., AND DISTRICT.

Mr. T. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market in June was active Some of the collieries had some off days and some men left the district. The output and shipments were about equal to the corresponding month of 1909.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The crops were looking well. It is expected that the hay crop will be above the average and will mature some weeks earlier than usual in this district. Many of the old farms in this district have lately changed hands, the former owners retiring and selling out to new farmers chiefly of British extraction.

Lumbering.—Active conditions prevailed, the hauling of deals to shipping points being the chief occupation. The sawmills were active.

Mining.—This industry was active, the mines, with few exceptions working full time, with expectations of the continuance of the same. The Acadia Coal Company has acquired additional areas.

CONDITION OF PARTICULAR TRADES.

Building was very active in some parts of the district, especially in New Glasgow, Stellarton and their neighbourhoods. The printing trades were active. Business was fair with tailors and good with boot and shoe workers. The food and tobacco preparation group had a good month. Barbers reported trade fair, hotel, restaurant and laundry workers and stenographers were active. The transport trades were active. The supply of unskilled labour was not equal to the demand for good steady men in some parts of the district.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during the past month has been dull. As far as the building and kindred trades are concerned, it has been the dullest for some years. Much of the work now in hand consists of the large buildings began some time ago. The principal contract is for the excavating and foundation work on the new Young Men's Christian Association building. There are two other good-sized structures contemplated—the new St. Edward's church and the new Home of the Guar-

dian Angel, but it is doubtful if these will be begun this season. There are several small brick and wooden buildings going up, but none, (with the exception of one $8,500 dwelling) exceed $4,000 in value.

Under an Order-in-Council of the Provincial Government passed on the thirteenth of June, 1910, a charter has been granted the Halifax and Eastern Railway Company, Limited. The incorporators are John B. Bartram, Toronto, Ont; Thomas B. Fogg, Toledo, Ohio, U.S.A.; George H. Raw, London, Eng.; Sigmund Hirch, London, Eng.; The objects of the Company, among others, are the construction of a railroad between Dartmouth, Halifax county, to Guysboro, in the county of Guysboro, with such branch lines as the Governor-in-Council thinks fit. The capital stock of the Company is $3,000,000, divided into shares of $100 each. Considerable land, it is understood, has already been bonded in the town of Dartmouth.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Average crops are indicated both in fruits and vegetables. Some late June wholesale quotations are: Flour, Royal Household and Five Roses, $6-$6.20; Ontario blends, $5-$5.30; rolled oats, $4.75-$4.85; feed flour, $1.70-$1.75; oats, 48c.-50c.; cornmeal $1.50-$1.55; bran, $20.50-$21.50 per ton; hay, $12-$16 per ton; peas, whole, $4.65-$4.75 per 196 lbs; split, $5.40-$5.50; beans, prime, $2-$2.05; hand-picked, $2.10-$2.15.

Fishing.—Local fishermen report but small catches; but halibut, cod and haddock were more plentiful than in May. Mackerel were not taken as steadily as usual for June, although some stops of 600, 1,500 and 3,000 were secured, besides miscellaneous catches of smaller quantities.

Mining.—Gold reports from the Musquodoboit region are bright. Some good specimens have been secured near the surface, and many prospectors are interested. The silver mines at this section also indicate profitable returns.

Manufacturing has been above the average.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, stonecutters and builders' labourers were dull. Lathers and plasterers were fairly active. and painters and decorators had a good month. Plumbers, gasfitters and electrical workers were fairly busy. Blacksmiths and horseshoers were dull, as were shipwrights, caulkers and boilermakers. Printers, pressmen and bookbinders had a fair month. Tailors were well employed. Barbers were busy. Butchers, meat cutters and laundry employés were busy, and railroad clerks were fairly busy, as were freight handlers, maintenance-of-way employés and longshoremen. Unskilled labour was quiet.

AMHERST, N.S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

A steady improvement has taken place in labour conditions outside of the strike centre at Springhill. Every one who desires employment can find it. The Rhodes Curry Company is adding an extensive warehouse to its already large plant for the accommodation of local trade. All the industries are adding to their working staffs, and industrial conditions show an all-round improvement. There has been a decided betterment in the building trades, and several new dwellings are under construction. That the tendency is upward is evidenced by the fact that during the first five months of 1910, freight receipts show an increase of over $30,000 as compared with the receipts for the previous year. The Custom receipts also show a marked increase. The wholesale traders report business up to normal, with collections good. There have been no changes in wages effecting any large number of employés although on the whole, wages are about ten per cent. lower than last year in the building trades.

In Springhill the strike continues. The strike has now lasted for eleven months, and has had a depressing effect all over the country.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—June was cold and backward, heavy rainfall seriously retarding seeding, but the crops are well advanced. A heavy frost occurred in the middle of the month doing some injury to small fruits. The hay crop is very promising. Farm produce continues to command high prices.

Fishing.—The lobster catch has been fair, and the output of the factories commands good prices. Large catches of herring are reported all along the coast.

Manufacturing.—All local industries have been busy, working to full capacity and with orders on hand sufficient to keep them busy for months ahead. The situation is very encouraging.

Mining.—The strike at Springhill still continues, but the Company is steadily increasing its output. In May the output of the mines was less than 300 tons. This month the Company has been averaging over 400 tons. A number of miners from Europe have been brought to Springhill. In the other collieries work has been active, and miners well employed.

Lumbering.—The cut was not up to the average, and hence there is a falling off in shipping, but prices are good.

CONDITION OF PARTICULAR TRADES.

During the past month the buiding trades have been well employed. There has been no great demand for bricklayers or masons, but carpenters and joiners have been exceedingly busy. Painters report men scarce and work abundant. In the metal trades, men have been well employed. Moulders have had abundant work. Machinists and engineers have had steady employment. Boiler makers have been busy; in fact all lines in the metal trades have had a busy month. Nearly all classes of the woodworking and furnishing trades have had steady employment, car builders are working overtime and carriage and wagon makers report a good month. Printers have had steady work. In the clothing trades, business is rather dull, due to the season of the year. Garment makers have been exceedingly busy, but some shops will close for a fortnights' holidays. Boot and shoe makers were very busy. Bakers and confectioners also report business improving and men well employed. Trunk and bag makers were busy, with some demand for additional help. Furriers have little work. Unskilled labour has been well employed.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market in June differed little from that in May, supply and demand being well balanced. Throughout the Province, a number of Government contracts, such as the building of the Elmira Branch Railroad, including stations and other structures, and the building of several wharves, gave employment to a considerable number of men. In Charlottetown, work in a number of residences was carried on. The month was favourable for outdoor operations and considerable progress was made. Wholesale and retail merchants report a good month for trade, and relations between employer and employés were harmonious.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The end of the month found seeding completed, and the pressure of work somewhat relaxed. The immigrants that came out from England, found ready employment on the farms and are proving satisfactory. A number of parties who came out to buy land, are still waiting to secure suitable properties. The weather has been exceptionally cool, but favourable for a good hay crop. The cheese season opened auspiciously, the number of boxes boarded at the first meeting being the largest yet received at the beginning of a season.

Fishing.—The lobster fishing which had been fair the first and middle of the month, showed an improvement towards the close. In other lines the catch was good, and the industry on the whole promises to be, at least, up to the average.

Railroad construction and employment.—A feature of the month was the visit of the Board of Management of Government Railways, and an inspection of the Prince Edward Island Railway was made. They were waited on by a number of delegations, the principal request being an improvement in the timetable between Summerside and Charlottetown. One of the trains that had been diverted west was restored to Charlottetown again for three days in the week.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters and paper hangers were busy. Plumbers, gas and steamfitters, stone cutters, and builders' labourers were active. Other skilled trades were well employed. There was a fair demand for unskilled labour.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During June activity pervaded the various branches of labour and commerce in this locality. Conditions were nearly equal to those of the corresponding seasons of 1908 and 1909, when exceptional circumstances existed. Building operations were fairly active, and though not to such an extent as last season, yet a large number of houses are being constructed and much repair work and remodelling done. Corporation work on permanent sidewalks, macadamizing streets, and sewer extensions is being carried on on an extensive scale and furnishes a large amount of employment. Construction work upon the new public wharf has commenced and about twenty men are employed. Beside the Intercolonial Railway Company which employs about 2,000 men, the largest industrial concerns in operation are the Dominion Cotton Mill, 250 hands; the Record Foundry and Machine Company, 250; the Humphrey Woollen Mills, 150; the Lea Woodworking Company, fifty-five; the Marvin Biscuit factory, forty-five; the Abrams Machine Shop, thirty; the New Brunswick Wire Fence Company, twenty; the stave and head factory, thirty; and the Lewisville brick works, fifteen. A canvas of all these industries showed that they are all in active operation and with one exception, the stave and head factory, running with either the same complement of operatives as last season or with increased staffs. A Greater Moncton Club has been organized with the aim to advertise the city's possibilities and promote its industries. The City Council has also adopted the Compulsory Education Law, to go into effect at once and a truant officer has been appointed to see after its enforcement. The summer timetable on the Intercolonial Railway went into effect on June 19, and with it the placing on of trains Nos. 3 and 4, between St. John and Pt. du Chêne and 199 and 200 (Ocean Limited) between Halifax and Montreal. The Maritime Oil Fields Company Limited is actively at work on the development of the mineral oil and natural gas deposits in lower Coverdale, near Moncton. Eleven wells have so far been sunk and each has given satisfactory evidence of the existence of both natural gas and mineral oil in abundance. From well No. 5 the estimated daily yield of gas is 1,000,000 cubic feet and from well No. 8, 5,000,000 cubic feet. Several of the wells have given 20 barrels of crude oil daily and 800 barrels are already stored. Additional tanks to accommodate the output are being constructed. Plans for the piping of the gas to Moncton and its installation here are being made. Wholesale trade continues in a progressive and satisfactory state, while retail trade is up to the average. The Marvin Biscuit Company has extended the Satur-

day half-holiday privilege to its operatives. The demands of the Shepody lightermen for an increase of rates has been met by the shippers and work is going on satisfactorily.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The very humid conditions of the month were favourable to the growth of crops, especially hay which looks excellent. Grain and roots are flourishing. A successful sale of imported shorthorn and Ayrshire cattle and Clydesdale horses was held in St. John, June 9, and good prices realized. A considerable number of immigrant farmers and boys have arrived and have been placed in various parts of the Province by the Department.

Fishing.—Mackerel and lobster catches along the shore were fair and fishermen busy.

Lumbering.—Heavy rains aided in bringing out drives hung up during May. The scale of lumber cut upon Crown lands last winter is estimated at 280,000,000 feet, an excess of 75,000,000 feet over the cut of 1909.

Mining.—At the Drummond mines fifty men are at work and it is expected that this number will be increased to several hundred in a few months. The spur line from the mines to Nepisigint Junction on the Intercolonial Railway is completed, much machinery has been placed and an early commencement of extensive operations is anticipated.

Railroad construction and employment.—The total estimates for the Grand Trunk Pacific Railway Company during May, in New Brunswick, were $230,910. In view of the advanced state of the work it is not expected that the monthly estimate will much exceed this amount. About eighty per cent. of the road has been completed. This does not include the steel superstructures and bridges, but it is expected to have this section virtually completed by the end of the year. The Moncton and Buctouche Railway has added a new engine and passenger coach to its rolling stock and made considerable station improvements. Work upon the Intercolonial Railway diversion at Nelson and Chatham has commenced.

CONDITION OF PARTICULAR TRADES.

Bricklayers were quiet, carpenters and joiners active and in fair demand, painters and decorators very busy and in demand, plumbers steady, stonecutters active, and builders' labourers in fair demand. In the metal engineering and shipbuilding trades craftsmen were reported busy. Woodworkers, upholsterers, carmen and shingle weavers were busy. Printers, pressmen and bookbinders were busy. Journeymen tailors were active as were garment workers and milliners. Bakers and butchers were active and ice drivers were busy. The leather trades were active. Barbers were busy, also clerks and stenographers. Delivery employés, hotel, restaurant and theatre employés were active, and laundry workers had steady work. Railroad conductors, engineers, firemen, trainmen, trackmen, teamsters and expressmen were busy. Unskilled labour was in good demand and at fair wages. The local supply was sufficient, however.

ST. JOHN, N.B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During the month of June the labour market continued brisk, although not much new work was under construction. This has been noticeable among plumbers, consequent upon the Board of Health compelling property holders to install sanitary closets. Printers, too, have been very busy, overtime having been resorted to in some establishments.

Messrs. T. H. Estabrooks, Alexander Wilson, Stanley E. Elkin, W. I. Fenton (of St. John), and John Galey (of Milford), are seeking incorporation as the Wilson Box Company, Limited, with a capital stock of $50,000, and have purchased the Dunn Pork Factory at Grand Bay.

Bank clearings for the four weeks ending June 23, were $5,915,045, and for the corresponding period last year, $5,367,760, being $547,285 greater in 1910 than in 1909, and $285,446 in excess of

the four weeks ending May 26, of the current year

During the month of May there were deposited in St. John branch of the Dominion Savings Bank the sum of $85,466.25. The withdrawals amounted to $105,883.11.

The stone quarries at Spoon Island were sold at auction in St. John, on June 4, and brought $3,700. J. H. A. L. Fairweather was the purchaser.

The annual meeting of the St. John Street Railway Company was held on June 7. The report of the directors showed a net profit, after providing for the interest on the bonds and all other charges, of $54,479.85, out of which two half-yearly dividends of three per cent. were declared, amounting to $48,000, leaving a balance of $6,479.85, which was transferred to profit and loss account.

At a meeting of the Bricklayers and Masons' Union, held on June 6, it was announced that at St. John contractors employing union labour had agreed to grant the request for 45 cents an hour.

A Building Trades' Council has been organized in St. John, and at a meeting held on June 17, the following officers were elected: Jacob S. Brown, Sheet Metal Workers' Union, president; James McGirr, Mason's Union, vice-president; James Sugrue, Carpenters' Union, secretary-treasurer.

The usual Saturday half-holiday for hardware clerks started on June 4.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—At the Crown Land office Fredericton, on June 7, three vacant lots of Crown Land were sold at public auction. A lot of 57 acres of northwest Miramichi to William Forsythe; a lot of 170 acres at Skiff Lake, to Hugh Smith; an island in Baker lake, containing a third of an acre was bid for Honourable John Costigan. The lots all sold at upset prices of $1 per acre, except the last named lot, which sold at $10.

Lumbering.—The Smith Lumber Company,on the south side of the Meduxnakeag, is employing between twenty-five and thirty men. Since January last over 2,000,000 feet of lumber have been cut, and there are yet to cut over 2,500,000 feet. There is a cooperage plant in connection with the mill, which is turnnig out large numbers of barrels daily.

A big lumber and property transfer involving an expenditure of over $200,000, was completed when the Eastern Canada Lumber and Construction Company, Ltd., a New York corporation, took over the immense Prescott property in Albert County. The property includes 20,000 acres of valuable timber lands, large sawmill, storehouses, dwelling, five employés' tenement houses, barns and a general store, doing a business of over $50,000 a year. The new corporation has also purchased 3½ miles of branch railway connecting the sawmill with Harvey wharf.

CONDITION OF PARTICULAR TRADES.

From active to busy conditions prevailed in the various skilled trades. Unskilled labour was well employed.

DISTRICT NOTES.

Fredericton.—The City Council decided on June 7, to have two blocks paved with tarvia. The tax rate for 1910, will be $1.50. Last year's tax rate was $1.44, and two years ago it was $1.50. This year's assessment shows an increase in valuation of assessable property in the city.

NEWCASTLE, N.B., AND DISTRICT.

Mr. James Falconer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market during June were satisfactory, there being work for all who desired it. The lumber mills ran full time and had a good supply of logs. The drives were late in getting into the booms, the weather being dry in the beginning of the month, but

abundant rain later on corrected this condition. Considerable building was being done, some new residences being erected and the Baptist Church undergoing repairs valued at over $3,000. The Miller Extract Company closed its doors, a large number of men being thereby thrown out of employment.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Cold weather and heavy rain together with some frost retarded growth and the potato crop suffered.

Fishing.—Fishing was fair all round; salmon were plentiful and catches of shad and mackerel were good.

CONDITION OF LOCAL INDUSTRIES.

Full employment was reported in the building, metal, engineering and shipbuilding trades, conditions being good in general, in all the skilled trades.

QUEBEC, QUE., AND DISTRICT.

Messrs. E. Little and *P. J. Jobin, correspondents,* reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

An improvement over last month characterized the month of June, although in the first half of the month there was some loss of time with outside workers owing to wet weather. In the shoe trade the month was, as usual, dull, but orders were being received which will relieve the situation. The demand for unskilled labour improved, but the supply was still in excess of the demand.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have had trouble seeding as the spring was cold and wet. Should weather conditions permit of its being properly saved, the hay crop from present appearances, promises to be a heavy one.

Lumbering.—The large sawmills were all running full time. Log driving is about over. On the other hand some of the small sawmills, especially the cedar shingle mills, are closed down owing to a decline in prices.

Railroad construction.—A large gang of men were actively employed at Sillery in construction work for the Transcontinental Railway. The work of constructing the new freight shed at Point-à-Carcey wharf, to replace the one destroyed by fire last fall, was progressing steadily.

Civic improvements.—The Road Committee of the City Corporation will spend $162,000 in civic improvements and street repairs.

CONDITION OF PARTICULAR TRADES.

Stonecutters were active, bricklayers, masons, carpenters, joiners, painters and builders' labourers were busy; the other building trades were quiet. Electrical workers and linemen were quiet; the balance of the metal trades were busy. Bookbinders were active and printers and pressmen busy. Journeymen tailors and garment workers were busy, but glove makers and boot and shoe workers were quiet. Cigar makers reported quiet conditions, as did tanners and curriers. Hotel and restauarnt employés were active, and laundry workers busy. Steamboat men were busy. Longshoremen were active, but ship labourers were dull. The supply of unskilled labour was in excess of the demand.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Every branch of labour has been well employed during June. Skilled and unskilled labour have been in demand. So far as the latter is concerned, the demand is greater than the supply.

During the latter part of the month the newly organized Sherbrooke Street Railway & Power Company started operations on the power plant. Some

fifty men are employed, and more would be taken on if available. The Company is erecting a power house for the street railway and other industries along both banks of the Magog river. The surplus at present, they estimate will be 1,200 horse power, and this will be transmitted to other concerns at not less than $15 per horse power. Some $250,000 will be expended on this development alone, so that it will be seen that for the summer months employment will be given to a large number of workmen.

The machine shops are busy, and the orders in hand indicate that employment will be given for some time to come.

The wholesale and retail trades report business good.

The valuators will finish their labours by the middle of next month, and taking the figures already given it would indicate that there will be a large increase in this direction. With the valuators go a special clerk for the purpose of taking a census of the population. Approximately it is figured that the population of Sherbrooke will be, at least, 16,200. This is a considerable increase over that of the previous year.

There has been no change in the rate of wages during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agricultural work is well advanced. The cry is that sufficient help cannot be secured. Several farmers started haying at the end of the month, about ten days earlier than usual. The crop promises to be larger than the average. Other crops are looking well.

Manufacturing.—All branches of the manufacturing industry are fully employed, and factories are running full time.

Mining.—The mining industry is in full operation, and with some of the larger concerns, especially at the Eustis Copper mines sufficient men cannot be secured. This Company has imported a number of workmen, and they are proving desirable citizens.

There is little or no *railway construction* in this section, although a number of men are employed in general repair work. The printing trade was busy, and extra men were advertised for. Journeymen tailors and garment workers were busy. Bakers, confectioners, butchers, and icemen were busy. Cigar makers were active. All miscellaneous trades were active during the month. Railway employés and expressmen, cabmen and teamsters had a good month. Unskilled labour was in good demand.

CONDITION OF PARTICULAR TRADES.

All branches of the building trade are busy. Machinists, moulders and iron workers are active. Clerical workers, linemen and jewellery workers are busy. The woodworking trades are busy. Carriage workers are active.

DISTRICT NOTES.

Farnham.—The by-law in regard to the Dominion Safe & Vault Works was passed without a poll being asked for. The Company will manufacture vaults, safes, flying cabinets, safety deposit boxes and various kinds of office furniture and furnishings, besides several other lines of a similar nature. The town is to grant exemption from taxes (except school) and free water for a term of ten years, and agrees to furnish power at the rate of $20 per horse power. It is expected that operations will be begun within a very short time.

Lake Megantic.—After a two days' poll the voting on the by-law, granting a bonus of $10,000 to the Lake Megantic Furniture Company has resulted in 156 votes being cast—150 for and six against, leaving a majority of 144 in favour of the by-law, out of 310 eligible votes in the town.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All classes of labour were fairly employed during June. Employment is being given to a large number of labourers

by the Railroad Company, and the City Corporation.

Work is progressing in connection with the Canada Iron Corporation's Plant.

All the lumber mills have started sawing logs, giving employment to several hundred men. A number of buildings are being erected. Commercial activity was fair during June, both in wholesale and retail trade. Rates of wages and hours of labour remained the same, and there were no strikes or lockouts.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers completed seeding in the early part of the month, having been delayed by rain during May. They were kept busy selling strawberries during the last part.

Fishing was rather quiet.

Manufacturing.—Factories reported a good month, and one of the glove companies is about to double its plant.

Railroad construction.—The Canadian Pacific Railway Company is giving employment to a number of labourers repairing the line and completing the St. Maurice Valley line between Shawingan Falls and Grand Mere.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers and plasterers and all others in the building trades were active. The metal, engineering and ship repairing trades were also active. Jewellers report a good month. All woodworking and furnishing trades were very active. Printers, pressmen and bookbinders were very busy. Journeymen tailors, garment workers and glove makers had more work than they could do, and boot and shoe workers were fairly active. Bakers and confectioners, butchers and meat cutters and ice drivers were active. Cigar makers and tobacco workers could not complete orders this month. Barbers, clerks, stenographers, delivery employés, hotel, restaurant and theatre employés and laundry workers were very active. Railroad conductors, locomotive engineers, railroad telegraphers, trainmen, switchmen, trackmen all reported a good month. Freight handlers and specially steamboat men and firemen were very active, ship labourers, and longshoremen had plenty to do. Cab drivers, hackmen and carters reported a very good month, as did teamsters and expressmen. There was a good demand for unskilled labour, but the supply was nearly equal.

DISTRICT NOTES.

The St. Maurice Valley Railway is expected to be in operation between Shawinigan Falls and Grand Mere early in July.

SOREL, QUE., AND DISTRICT.

Mr. J. A. Chênevert, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The number of workmen employed in the Government shops during June has not diminished. It will probably be increased, as new dredges will be built for the purpose of deepening the channel to 35 feet. Orders are coming in well in the various industrial establishments, and in several places men are working nights, two or three times a week. Wages remain at $1.25 for unskilled labour and from $1.90 to $3.00 for joiners and iron and steel workers. Navigation companies are doing a good business and their earnings are larger than at the same time last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—In spite of the rain in May and the first part of June, crops look well. Hay is plentiful and of a good quality; pastures are in a splendid condition; there is plenty of milk for the butter and cheese factories, and the season is very promising. Market prices were as follows:—

Butter, 25c. a lb.
Eggs, 22c. to 25c. a dozen.
Maple syrup, $1.20 per gallon.
Potatoes, 25c. to 30c. per bushel.

Pork, 17c. to 18c. a lb.
Beef, 12c. to 17c. a lb.
Veal, 80c. to $1.00 per quarter, 12c. to 13c. a lb.
Lamb, $1.00 to $1.25 per quarter, 15c. to 16c. a lb.
Spring chickens, 75c. per pair.
Fowls, $1.00 to $1.25 per pair.
Vegetables are plentiful at high prices.
Wild strawberries, $1.00 per gallon.
Garden strawberries, $1.50 per gallon.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. Victor Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the outside trades were very active during June, but the local supply was more than sufficient to meet the demand. The month was a very active one in industrial establishments. Both shoe factories were working full time. The iron industry had a good month. There was considerable activity in the leather industry, and a busy fall is expected. Sash and door factories were employing full staffs. Organ workers were very active. The garment factory had a very active month. Many were employed on the improvements at the cathedral. Wholesale and retail trade was good. Banks reported easy collections.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agricultural conditions are favourable. Hay looks well; a heavy crop is expected throughout the district. Fruits and vegetables find ready purchasers. The demand for farm labourers was satisfactory, but was well met.

CONDITION OF PARTICULAR TRADES.

The building trades were more active than in May. The month was good for carpenters, painters and plumbers, and dull for bricklayers, masons, stone cutters and building labourers. The metal, woodworking and printing trades were very active, as were journeymen tailors and garment workers. Bakers and confectioners were active. Butchers had a good month, and ice handlers were well employed. Activity prevailed in the miscellaneous trades. Railroad employés, cab drivers, hackmen and carters were very active. Unskilled labour was very active.

ST. JOHNS AND IBERVILLE, QUE., AND DISTRICT.

Mr. A. D. Pepin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general labour market is active, several large buildings being in course of erection. The Canadian Trenton Pottery Company is building a large three-storey addition, 100 x 50 feet, together with a wing 80 x 40 feet, and two furnaces, which will double its capacity. Sash and door factories are active, with many orders ahead. A new company has entered into negotiations with the purpose of locating here and promises to employ 300 men.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are busy marketing produce; prices of dairy products, eggs and meat are going up.

Fishing.—Fishing is active and good prices prevail.

Railroad construction.—The Canadian Pacific Railway Company is still employing a large number of men improving the roadbed.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners were all very active, and in demand. Lathers and plasterers, painters and decorators reported a good month. Plumbers and steamfitters reported a fair month. Stone cutters and building labourers were very active, and in demand. The metal trades reported a good month for the season. Woodworkers of all classes had a busy month. The printers and allied trades were well employed. Journeymen tailors, garment workers, hatters and glove makers

were well employed. Bakers and confectioners, butchers and meat cutters and ice handlers were all active. Tanners and curriers, leather workers and sadlers reported a good month. Barbers, clerks, stenographers, delivery clerks, hotel, restaurant and theatre employés and laundry workers were all very active. Railway conductors, engineers, firemen, operators, trainmen, switchers, maintainance-of-the-way men, freight handlers, steamboat employés, ship labourers and longshoremen reported a good month. Cab drivers, hackmen, carters, draymen and expressmen reported a fair month. Unskilled labour was well employed.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

A report from the Superintendent of Buildings shows the value of the building permits issued during the first five months of the year, almost twice as much as for the same period of last year, as follows:—

	1910	1909
January	$ 136,560	$ 99,745
February	235,800	183,400
March	587,239	283,400
April	1,647,235	1,016,856
May	1,580,615	1,107,790
Total	$4,187,509	$2,691,191

Traffic on the Lachine Canal, since the opening of navigation, has been heavier than ever before. It was stated at the Canal Office that never at this time in past years had the canal statistics shown such an increase. Transportation of grain, for instance, on the canal, in May, was as follows: Wheat, 30,280,095 bushels; corn, 181,094 bushels; oats, 1,887,285; rye, 101,225; buckwheat, 10,547; flour, 95,836 bags; eggs, 6,640 cases; butter, 604 cases; cheese, 15,461 cases; coal, 19,506 tons for the harbour and 51,865 for the canal; linseed, 57,169 bushels.

Since the Government has approved the plans of the Montreal Harbour Commissioners, much activity prevails on the wharves. About a thousand men are employed.

The receipts of the Montreal Street Railway Company for May were:—$370,234.13, and expenses $199,616.79, leaving a surplus of $170,617.34, or an increase of $22,425 over the corresponding month of 1909.

CONDITION OF PARTICULAR TRADES.

All the skilled trades were from active to busy. Unskilled labour was active.

HULL, QUE., AND DISTRICT.*

Mr. E. E. Cinq-Mars, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was in more active demand in the mills and in the different trades, than in the preceding month. Exceptional activity was reported in the cement industry. Business was fairly good, although merchants were not satisfied with the result of their collections. No change in rates of wages of unskilled labourers has occurred. In the sawmills and other industrial establishments a larger number of immigrants are employed than usual. These work here and there for whatever wages they can obtain, according to their respective ability. Good Canadian labour however, received the same rate as this time last year. There was no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers in this district are well satisfied with prospects.

Manufacturing.—There is no probability of the Canadian General Explosive Company ever resuming business in Hull, after the fatal explosion of May 8, last. The absence of this industry will affect only about half a dozen workmen. The

* In the report from Hull, Que., published in the May issue, it was stated that the MacLaren Company, of Buckingham, Que., had disposed of its business to a syndicate which would further develop the business. This statement was incorrect, no transfer of the kind having taken place.

Company has settled all claims for loss of life or limb, and negotiations as regards loss of property are nearing completion. The E. B. Eddy Company has allowed its employés Saturday evenings off, during the summer months.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Opportunities were numerous for employment during June. The Civic Corporation increased its staff of day labourers by a couple of hundred over the previous month, and also over the corresponding month of 1909. The city has 800 men employed on water mains, roadway repairs, sidewalks, pavements, sewers, etc. Another 150 men are engaged with contractors who are doing street paving for the city. As a consequence of this activity in the municipal field, the Ottawa Gas Company, Ottawa Electric Company, and Municipal Electric Commission, and Bell Telephone Company have a few hundred extra hands laying conduits, erecting poles and such other work as can be done advantageously in advance of the corporation improvements. Building is progressing on several of the largest structures ever planned for commercial purposes in Ottawa. May's building permits totalled $651,150, being $23,000 more than in May, last year. The brisk demand for labourers is reflected in the reports of city charity and benevolent institutions. The dependent element is almost nil.

The City Council increased the minimum wage of its labourers from $1.75 to $1.80 per day of nine hours. Men engaged in trench work are to receive a greater increase, amounting to $1.90, $2 and $2.25 per day, at the discretion of the engineer. The advance in wages will mean an expenditure by the city of $5,000 or $6,000 additional in wages this year. In many instances, contractors have been compelled to follow the city's lead with respect to wages, in order to get help.

The Ottawa Separate School Board adopted a new salary schedule, on June 10, providing an annual increase of $75 per year in teachers' salaries, the first increase to go into effect on September Sixty-seven teachers will benefit. A minimum of $400, and a maximum of $700 are established for teachers holding only necessary qualification. The minimum is $500 for those with three years' experience. The lowest salary for principals holding second class certificates is $1,000 a year, and the highest $1,400. For assistant principals with second class certificates the maximum salary is $1,100 and the minimum, $900, with an increase of $100 per year. The degree of B.A. will entitle any teacher to an extra $100.

Employers of sheet metal workers signed an agreement with the International Sheet Metal Workers' Union, Local 47, providing a minimum wage of 30 cents an hour, from July 1 to January 1, 1911, and 35 cents an hour from the latter date till July 1, 1912. The demand of the metal workers was for 35 cents an hour. The pay in force has ranged between 27 and 35 cents per hour.

The Moulders' Union made a demand on two local manufacturers of stoves for an advance in the minimum scale from $2.50 to $2.75 per day. Both firms refused to make the increase, and one discharged eleven union men. The other shop discharged four union men, whom it claimed were not worth the wage increase. Nearly all the vacancies created in both shops by dismissals, were filled with new hands. An increase in wages, amounting to ten per cent., was made in both shops.

Several of the large stores have arranged to close Saturday afternoons, during July and August, including those who did so last year. A movement is under way among clerks to have the Saturday noon closing made more general.

Two of the largest Ottawa bakeries amalgamated under the name of Slinn-Shouldis Limited, capitalized at $200,000. The Company will erect a new plant.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Rains in the middle of June helped the crops, and the outlook

for large yields is favourable. Farmers have sold lambs in great numbers at record prices. All meats are more plentiful on the Ottawa market, but prices continue stiff. The berry crop was large. Dairy produce is plentiful.

Lumbering.—Sawmills are favoured with a constant supply of logs, and the season's production of lumber is ahead of the corresponding date last year. Export of assorted box lumber, spruce and telegraph poles improved in the last month. Fifty barges of all kinds of lumber were loaded near Ottawa, for United States points.

Mining.—Ottawa mica factories became busier. One factory with 150 employés was visited by fire, but business was so brisk that, in two days, the staff were at work again.

CONDITION OF PARTICULAR TRADES.

Contractors are looking for men in nearly every branch of the building trades. Electrical workers and linemen are very busy. One large factory is curtailing the output of stoves, and for a while, at least, reduced demand for moulders, stove mounters and certain metal workers. Iron workers in general are busy. Woodworking and furnishing trades are steadily employed. Factories making stair works, clapboards, etc., are especially busy. Printers are very busy. The clothing trades are active. A steady business is being done by bakers, butchers and ice drivers. The leather trades are quiet. The demand is slight for clerks and stenographers. Hotel employés are fairly busy. The scarcity of domestic help is very marked. Activity prevails in every branch of transport. Unskilled labour is much in demand.

KINGSTON, ONT., AND DISTRICT.

Mr. William Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of June was dull in Kingston. This was occasioned, in great measure by the long continued strike of carpenters. Not only was the carpenters' trade affected, but the masons and helpers were also injured. The bad influence will also tend to indoor work for the winter. Not more than $1,200 worth of building was represented in the permits issued during the first week in June. Buildings that were contemplated are not likely to materialize this season, as contractors are so far behind on other work. The award made by the Board of Arbitration, which ordered the men back at the old wage-rate, is not acceptable to many of the men and they refuse to abide by it.

During the early part of June, the traffic on the river and among the Thousand Islands was backward on account of the continued cold weather. On the other hand, the railways and manufacturers were active. During the month arrangements were made for the leasing of several barges to be operated by Forwarders' Limited, between Kingston and Montreal.

The annual military camp for this district was held successfully during the month. It is said that fully $25,000 is expended here as a result of the twelve days training.

The binder twine plant of the Dominion penitentiary has been in operation during the past year. Capitalists are now negotiating for the purchase of the plant and stock. A cold storage plant is to be installed at the local Dairy School. A new engine was placed on the Bay of Quinte Railway during the month.

The Kingston Trades and Labour Council has sent a resolution to the Legislature of Ontario, asking that the assessment Act be amended so that municipalities may tax improvement values at a lower rate than land values, business assessments, incomes and salaries, to be classed with improvement values, and the difference in rates, in each case, to be determined by the municipalities; to the end that a more equitable adjustment of rates be made possible.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are busy haying, and report an exceptionally large crop, with a dearth of farm help. Large wages are being offered.

Fishing was active during the month.

Lumbering was quiet.

Manufacturing, mining, railroad construction and other industries were very active.

CONDITION OF PARTICULAR TRADES.

The building trade was comparatively quiet during the month, but the metal, engineering, shipbuilding, woodworking and other trades were very active.

Printers, clothiers, bakers, ice cutters, butchers, cigar makers, tanners, curriers, barbers, broom makers, clerks, hotel, restaurant, theatre and laundry workers and all lines of transportation, together with unskilled labour, reported an active month.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. G. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour of all classes has been in active demand in this city and district during June. No necessarily idle men could be found. All branches of industries were very active, and in many shops employés worked night and day. There was a very active demand for unskilled labour as many local as well as private improvements were in progress. The Dundas street sewer gave employment to a large number of men. The Canada Cement plant worked night and day with a full staff of men. The rolling mills and horseshoe mill were running to full capacity, while the Belleville Hardware Company and the brass and steel factory could not keep up with orders. Many men were employed putting down cement walks. All branches of skilled labour were well employed at good wages, a number of new buildings being in course of erection. Work will soon start on a new round house for the Grand Trunk Railway, which will cost $100,000. Transportation by both boat and rail was very brisk. Banks report money plentiful. Wholesale and retail merchants had a very busy month. There was no unrest in the labour market and no changes in wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers look for a bountiful crop, all grains, hay, vegetables and fruits looking well. Cheese offerings were large.

Fishing was active, large catches being made of bass, pike, eels and lake salmon.

Lumbering was active in the northern part of the county.

Manufacturing was very active in all branches.

Mining.—A large number of men were engaged in this industry, several mines being in operation.

Railroad construction and employment.—Many were employed extending the Central Ontario Railroad while a number of surveyors were laying out the route of the Canadian Northern Railway.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers and plasterers, painters, paperhangers, plumbers, gas and steamfitters and builders' labourers report a busy month. Iron moulders, iron workers and helpers, machinists and engineers, electrical workers, linemen, brass workers, blacksmiths, boilermakers, shipwrights, horseshoers and metal polishers were all employed. Woodworkers, upholsterers, varnishers and polishers, carriage and wagon makers had a busy month. Coopers report a very active month on cheese boxes and apple barrels. Printers, both job and news, were very active, there being not a single member of the craft idle. Journeymen tailors had to work overtime in many shops to keep up with the orders. Bakers and confectioners, butchers and meat cutters, ice drivers and cigar makers were all active during June. Harness makers reported a busy month.

Barbers, clerks, stenographers, delivery employés, hotel, restaurant, theatre employés and laundry workers were active. Railway men of all classes were very busy. Steamboat men, steamboat fire-

men, ship labourers and longshoremen were well employed. Cab drivers, hackmen, carters and teamsters had a very active month. Unskilled labour was in good demand.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. J. Arthur Sharp, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was very active throughout June. There was continued activity in the building trades. All branches of industry have become more active and the outlook is for a very busy season. The Healey Falls Syndicate, which has acquired certain rights of various interests in the power privileges at that place, have purchased the interests of the Peterborough Light and Power Company in connection with lighting by electricity and gas. They have also acquired the Auburn dam and power privilege and will begin a new concrete dam and power house. The same Company has purchased the Burleigh Falls' power privileges, and the Peterborough Street Railway and will build several miles of new railway in the city this year. The city has decided to pave two streets. A by-law to sanction the expenditure of $30,000 for sewers, was passed. The labourers employed by the Construction Company on the Quaker Oats Company's new warehouse, went on strike for 25 cents more per day. They were receiving $1.75. About sixty of them are out. A number of finishers also left work on account of the strike. A new joint stock company, capitalized at $25,000 has been organized, known as the Ontario Marble Table Advertising Company, with factory and offices at Peterborough.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are very busy. Crops are promising.

Lumbering.—All the local mills were running to their full capacity.

Manufacturing.—All factories were running full time. The moulders who were out on strike for a minimum rate of $2.75 per day have returned to work, having been granted the increase.

Railway construction.—Surveyors and trackmen are very busy. A large gang is working on the roadbed between Midland and Belleville strengthening bridges and cutting down grades. They will also lay heavier rails.

CONDITION OF PARTICULAR TRADES.

All branches of the building trades were actively employed and activity also prevailed in the metal trades. Electrical workers and linemen were very busy. Woodworkers were well employed, also upholsterers and polishers. The printing trades were fairly active. Journeymen tailors were fairly well employed. Bakers and confectioners, butchers and meat cutters were very busy. Leather workers and saddlers were active. Railway and street railway employés, expressmen and teamsters had a good month. There was a good demand for unskilled labour.

DISTRICT NOTES.

Port Hope.—The town has let a contract to R. Curram, of Orillia, for the construction of cement walks at 9⅓ cents per foot and 7 cents for tile drains. The total amount will be $9,861.

Lindsay.—Horn Bros are putting in a new boiler and engine.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

June was a busy month in all departments of industry, with plenty of work for both skilled and unskilled labour. Manufacturers continued to complain of the scarcity of female help in the lighter branches of manufacture. The building trade was very brisk with some disputes over wages, which, however,

were not of a serious or protracted character. Building permits were issued during May to the number of 2,148, representing an approximate value of $1,870,350, as compared with 1,871 permits representing $1,887,532 in May, 1909. The Canadian Pacific Railway Company has bought the Government House property on King and Simcoe streets for $800,000, on which an office building and freight sheds will be erected.

Contracts have been let for the erection of the central section of the Western Hospital which will be completed this year, at a cost of about $50,000.

The new head office of the Bank of Toronto, for which plans are being prepared to be erected on the corner of King and Bay streets will be four storeys high, of marble or granite and of fireproof construction throughout.

The Bell Telephone Company is erecting a telephone exchange on Bismarck Ave., of reinforced steel construction to cost $40,000.

A new hydraulic dredge launched from the shipyard of the Polson Iron works, for the Great Lakes Dredging Company of Port Arthur, is believed to have the largest capacity of any dredge in America. Its gross displacement is 800 tons and it is 120 feet in length by 40 feet in width with an engine of 1,500 horse power.

The new ferry boat *Trillium* built by the Polson Iron Company, for the Toronto Ferry Company was launched on the eighteenth. It is a steel double-ended boat, 150 feet in length and cost $75,000.

The National Iron Works is preparing plans for extensive new docks to be built of concrete on deep piling providing for a depth of water from 26 to 28 feet, the work on which will be begun at an early date.

The Board of Education has let contracts amounting to about $50,000 for the new Brown school, and $60,000 for a new school at Earlscourt. The Norway school is to be enlarged.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were all very busy with satisfactory harvest prospects. Both fall and spring wheat crops were looking well and promised a good yield. A good fruit crop was also anticipated, but rain was badly needed toward the end of the month.

Manufacturing.—Activity continued in nearly all lines, with orders coming in well. Many additions to plants are being undertaken.

The Toronto Engraving Company will erect a new building five storeys high of reinforced concrete. The Pinchin Johnson Company, Limited, of London, Eng., manufacturers of paints and varnishes are erecting a four-storey brick factory on Carlaw avenue. The Standard Sanitary Manufacturing Company is putting up a six-storey warehouse on Royce and Lansdowne Avenue at a cost of $45,000. J. L. Nichols & Company, publishers, are erecting a two-storey brick factory on Spadina avenue, to cost $20,000.

CONDITION OF PARTICULAR TRADES.

All branches of the building trade were busy excepting for some slight interruption caused by strikes. A strike of the lathers was ended on the sixth by the signing of an agreement for one year providing for a graded scale of wages. The members of the Builders' Labourers' Union struck on the first demanding an increase in the rate of wages from 25 cents to 28 cents per hour. Many of the employers conceded the advance.

The metal, engineering and shipbuilding trades were all busy. Jewelers and silversmiths had plenty of work. Furniture workers, cabinet makers, coopers, upholsterers and carriage and wagon workers had steady work. Piano workers had a good month. The printing and allied trades were well employed. Custom tailors were active. Garment workers fair but not so active as in May. Boot and shoe workers, hat and cap workers and whitewear operators were busy. Bakers and confectioners, butchers, brewery employés and cigar makers had continuous employment. Leather workers were active. Railway and street

railway employés, expressmen, teamsters, sailors and longshoremen had plenty of work. Hotel and restaurant employés, laundry workers, clerks and salesmen were active, especially during the latter part of the month. Unskilled labour was generally well employed.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Reports of industrial activity and business prosperity continued during June All working people were employed and on several occasions there were urgent demands for unskilled male and female labour for short periods.

Contractors on the Niagara boulevard engaged many local men and teams and brought a number of foreign labourers from elsewhere. The contracts now undertaken total $95,000. All the work must be finished by July 1, 1911.

The Bell Telephone Company commenced the erection of a large new exchange building.

A new hotel was opened.

Foreign immigrants examined by Dominion officers here during the last fiscal year numbered 8,034. Of this number 2,260 were adjudged undesirable and refused admission to Canada.

Fifteen residents of the Canadian city of Niagara Falls, but employed in offices of the Lehigh Valley Railway at Niagara Falls, N.Y., were affected by a six per cent. increase of wages on that road.

Trackmen of the Grand Trunk Railway struck for an increase of wages from $1.50 to $1.65 per day. After a few days the Company offered to pay $1.60 per day and the men returned to work. All the trackmen are foreigners. The railway has had difficulty in getting sufficient men for this class of work. The gangs have been recruited by canvassing among the passengers on passing immigrant trains.

The Ontario Power Company made good progress with its construction work and it seems probable that the force of unskilled labourers will be reduced before the end of July.

The transforming stations and transmission lines of the Ontario Hydro-Electric Power Commission were being rushed to completion by large forces of men. Power was turned on part of the station equipment for testing purposes. Transmission to Hamilton and Toronto will be commenced in July.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers and fruit growers were very busy. Strawberries—first of the fruit crops—were plentiful and pickers were in great demand throughout the district. All small fruit crops will be heavy. Late cold and wet weather destroyed a portion of the tomato plants in the fields and this crop may be short.

Manufacturing.—Factories were generally active, though the shirt factory reduced its staff of girls. Female labour was advertised for by the corrugated paper and fruit canning factories and a laundry. Metal working, corset, chain and trap and shredded wheat factories were particularly busy.

Railway employment was steady.

CONDITION OF PARTICULAR TRADES.

The building trades continued active. All crafts were well employed, except stonecutters and there were short demands for more painters, fitters and carpenters. All the metal trades were busy. Foundry men and linemen were in demand. Electric light and power lines are being extended and special illuminations in connection with the carnival involved much wiring. The haberdashery factories were somewhat less active. Fruit canning factories demanded all the female help they could get for the strawberry season. They will give much employment till October. Shredded wheat employés were busy as were also bakers and butchers in retail trade. The tourist season opened early making more work for hotel and restaurant employés. Laundry workers were in demand. Office and sales people were well employed. Railway employment was

good. Passenger traffic was quite heavy, but freight was lighter, except the live stock class. The Grand Trunk-Wabash stock-feeding yards here were being enlarged to double their former capacity. Trackmen were busy. Lake and canal traffic was rather quiet. Electric railway men were busy, new crews being engaged on some lines. Cab and auto drivers were active. Teamsters were in demand. Unskilled labour has been in demand, but this demand may fall off in July.

DISTRICT NOTES.

Fort Colborne.—A contract for harbour improvements to the amount of $74,000 was let. Good progress was made in erecting the new flour mill. Contract for the cork factory buildings was let. They are to be finished in August and will cost $40,000.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Activity was general in the labour market for June, labour being well employed. Very few idle hands were to be found. The building trades continue with sufficient work on hand to keep all busy. Among other contracts for building let during the month was one for an addition to the General and Marine Hospital which will be proceeded with at once, the contract price being $46,000. Civic improvement work will give employment for some time to come. The canning factories were busy on small fruits and are rapidly adding to their staff of hands. They will be up to full strength soon. The Crocker Wheeler Company manufacturers of electric machines, lately located in the city have more than realized expectations and the contracts secured will keep them busy for some time to come. The A. W. Gardner basket factory, a new industry, is employing seventeen hands, and is looking for more help. Their output will be a million baskets this season.

Business, wholesale and retail, was reported good. The Wednesday half-holiday for clerks has been granted again this year for July and August. This effects the entire retail trade of the city, with few exceptions. It is much appreciated by the employés, and is growing in favour with the merchants who believe good results are obtained thereby.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers and fruit growers were busy. Small fruits, particularly strawberries, engaged the attention of the later. The crops this year were heavy owing to the abundance of rain during April and May, followed by very warm weather.

Manufacturing.—All mills and factories were busy.

CONDITION OF PARTICULAR TRADES.

The building trades were busy. All branches of the metal and engineering trades were from active to busy. The woodworking and furnishing trades were well employed. The allied printing trades were busy with conditions of employment good. Journeymen tailors and boot and shoe workers were busy. Bakers, confectioners, butchers and meat cutters, ice cutters and drivers, cigar makers and tobacco workers were active. Tanners, curriers, leather workers, saddlers, and trunk and bag makers were active. The miscellaneous trades, viz., barbers, clerks, stenographers, delivery employés, hotel and restaurant employés, and laundry workers were active. All lines of transportation were active and conditions of employment good. Unskilled labour was well employed, conditions being better than for any previous month of the year.

DISTRICT NOTES.

Port Dalhousie.—Labour was well employed. Initial steps have been taken to provide a water system for the city by means of artesian wells.

Merritton.—All mills and factories

were running full time. Stores closed for the Wednesday half-holiday during June, adding that month to July and August this year.

Thorold.—All labour was well employed.

HAMILTON, ONT., AND DISTRICT.

Mr. P. Obermeyer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The active conditions of last month were maintained throughout June, and the demand for additional labour was even more urgent. The building trades were very busy, and there is still a large amount of work in sight. Building permits were over double in value those for June, 1909, and several large permits have been held over, owing to contractors being filled up with contracts. Work has commenced preparing the ground for the Oliver Chilled Plow Works buildings. Bank clearings continued to show increases per week of from $200,000 to $500,000 over the same periods in 1909. Real estate transactions were very active the new residence districts opened up this year showing many transfers. The brisk demand for labour was accompanied by several efforts on the part of workmen to improve their working conditions. On June 13, about sixty longshoremen struck for an advance of 5 cents per hour, over the 25 cent rate. Their places were filled by others at the old rate. Electrical workers, who had made a demand for 35 cents per hour, settled on a basis of 30 cents. The matter was adjusted without a strike. Brewery workers went on strike June 30, to enforce a new agreement, providing for an increase of $1.50 per week, and time and one-half for overtime, a fifty-five hour week in summer, and fifty hours in winter. About seventy-five men are involved which comprises practically all the brewery employés in the city.

The demand for unskilled labour was very brisk, but a large number of labourers came to the city during the month, which kept the supply pretty well up to requirements.

Fruit growers in the district had difficulty in getting enough female labour to harvest their crops of strawberries, and the canning factories were in the same predicament for help to prepare the fruit for canning. Now that the schools have closed, more help will be available.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The extremely hot and dry weather brought the strawberry crop on with a rush the latter part of the month. The fruit is of excellent quality; the price averaged 8 cents per box. Rain is badly needed for the raspberry crop, which has not reached maturity yet. Vegetables of all kinds are reported to be in good condition, and prospects are for a large yield.

Manufacturing. — Factories continue busy. The International Harvester Company is still adding to its plant. A $65,000 warehouse was in course of construction during the month. The Oliver Chilled Plow Works Company is almost ready to start construction work on the large tract of land acquired for its works in the northeast section of the city. Brick yards are very busy, supplying material for the immense amount of building contruction under way and in prospect. The Baynes Carriage Company has increased its capital stock from $250,000 to $375,000. The Wood-Vallance Hardware Company is extending its warehouse capacity.

CONDITION OF PARTICULAR TRADES.

The exceedingly active conditions in all lines of industry render it unnecessary to particularize, as nearly every concern in the city is working to its capacity. Cigar makers were unusually busy, many extra men having been put to work. The building trades were busier than in the same month in several years. Unskilled labour was in demand, both in the city and on the surrounding farms and market gardens. Owing to the demand the wages of this class of labour are slightly higher, 15 cents per hour being found hardly sufficient to keep

employés at work. City departments are finding it difficult to get and keep employés. Resignations have occurred on the city fire department, and the chief advises a raise in the wage schedule of about $5 per month. The question is still under consideration by the committee in charge.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was well employed during the month, which was busier than May, and the corresponding month of last year. The building trades were busier than for some years. Factories also were very busy, large additions being made, and there being a demand for more men.

The Cockshutt Plow Company is erecting large additions, as follows:—

Warehouse	6 storeys	60 x 150 ft.
Engineering Department	4 "	64 x 65 "
Machine shop and erecting rooms	3 "	60 x 106 "
Casting storage and paint shop	3 "	60 x 105 "
Pattern storage	3 "	40 x 50 "
Foundry	3 "	70 x 215 "
Engine gang, structural shop	1 "	50 x 192 "
Blacksmith shop	1 "	70 x 154 "
Iron storage	1 "	100 x 128 "
Shear shop	1 "	32 x 100 "
Cupola House		32 x 50 "
Transformer station		12 x 14 "

About 500 more men will be employed.

The new factory for the Crown Electric Company is nearing completion; the plant of the Ontario Brass and Copper Company of Toronto, will be operatd by the Crown Company here.

The employés of the Verity Plow Company, and the Massey-Harris Company observed the first Saturday half-holiday on June 4.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers and market gardeners were very busy, the former report a scarcity of competent farm labourers.

Manufacturing.—Manufacturers continue to be very busy. In several of the factories, there is a demand for more men. The Verity Plow Company will build a large addition.

CONDITION OF PARTICULAR TRADES.

The various skilled trades were from busy to very busy, with unskilled labour in demand.

DISTRICT NOTES.

Paris.—The factories and mills are very busy. There is an increasing demand for labour, particularly for female operatives for the fabric mills. The Penman Manufacturing Company is erecting an addition, to cost $50,000.

GUELPH, ONT., AND DISTRICT.

Mr. Wm. Drever, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions continued very active in all lines of the building trades. Fine weather prevailed, and the men had very little lost time. Manufacturers also had a very good month, in some cases putting on extra men, and the outlook is good for the summer and fall. The Guelph Textile and Weaving Company has commenced work on the erection of the new factory; the work will be rushed through to completion this fall. The Standard Valve Company has resumed operations with a full staff of men. The annual June excursions to the Ontario Agricultural College were very largely attended, about 22,990 excursionists having visited the college As a result, street railway, hotel and restaurant employés had a very busy month. Wholesale and retail merchants also reported trade very good. The Retail Merchants' Association has granted clerks the usual weekly half-holiday, during July and August.

Customs returns for the month of May were $15,981.25, an increase over the corresponding month last year of $130.32.

The annual conference of Canadian Charities and Correction was held here

during the month, and was very largely attended, many important resolutions being passed.

The Brussels Carpet weavers strike is still unsettled.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had a busy month, and there is a strong demand for farm labourers and domestic help. All indications point to a good harvest, though the hay crop will be rather light. Root and corn crops are in splendid condition, and promise good yields.

The public sale of thoroughbred Shorthorns, held in the Winter Fair building, was a most successful one. The bidding was fairly brisk, and the prices good, the highest price paid being $1,025.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers and plasterers reported a very active month. Painters and decorators were busy, and plumbers and steamfitters, were active. Builders' labourers were very busy, the demand for this class being in excess of the supply. Iron moulders, coremakers and helpers were active, with tube mill workers very busy. Machinists, electrical workers and linemen were busy, also stove mounters and blacksmiths. Piano makers had a busy month, also sewing machine makers. Carriage and wagon makers were fairly active, as were coopers and pattern makers. The printing and allied trades had a very active month. Journeymen tailors had a fair month, while garment workers were very busy. Bakers, confectioners, butchers had a very active month, also hotel and restaurant employés. Street railway employés were very busy. Teamsters, carters and draymen reported a very good month. There is a good demand for unskilled labour.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During June, all classes of skilled labour were fully employed, and there was an increased demand for unskilled workers. There was a slight demand for cabinet workers, finishers and boot and shoe workers in some of the factories. The Kauffman Rubber Company also needed additional male and female employés. The J. S. K. Weber block, on Queen street, was completed, and good progress made on other new industrial establishments and public and private buildings. Thirteen building permits, valued at $39,675, were issued during the month. Work was being vigorously carried on the the double tracking of the street railway, and the paving of King street. Commercial activity and bank clearings were reported favourable. There were no changes in wages, but printers obtained an eight-hour day. Notice was given on June 21, to the employers, and negotiations tions followed. As a result, an agreement was arrived at: "That forty-eight hours constitute a week's work in book and job offices, and on evening and weekly newspapers. This clause is to cover compositors, machine operators, make-up foremen, pressmen and pressmen's assistants". Wages will remain practically the same as they have been, but printers will receive time-and-a-half for overtime. The agreement takes effect from July 1, 1910, and expires on June 30, 1911.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy cleaning up the root crops and preparing for the harvesting of hay. Clover promises to be a good crop, but timothy is light. Fall wheat also gives good promise, but crops generally have suffered from want of rain. Market prices on Saturday, June 25, were as follows:—Butter, 20 to 22 cents per pound; eggs, 22 cents per dozen; potatoes, 60 cents per bag; strawberries, 10

to 12½ cents per box; cheese, 15 cents per pound; apple butter, 25 cents per small crock; green onions, 5 cents per bunch; asparagus, 5 cents per bunch; lettuce, 5 cents per bunch; rhubarb, 5 cents per bunch; chickens, 60 to 70 cents each; summer sausage, 25 cents per pound; slabs, $4 per load; old hay, $16 per ton; small pigs, $5 each. Strawberry growers state that unless there is a shower of rain soon the crop will be a light one.

Manufacturing establishments were all busy, a number making additions to their factories in order to meet demands for their products.

CONDITION OF PARTICULAR TRADES.

Active conditions prevailed in the building, metal, woodworking, printing, clothing, food and tobacco preparation, leather and transport trades. Unskilled labour was also very active.

DISTRICT NOTES.

Preston.—All classes of labour were well employed during the month, the building trades being very busy. The new shoe factory was finished during June, as was also the addition to the Pullman Car and Coach factory. Carpenters and machine hands were wanted at the car shop. All manufacturing establishments were active.

Waterloo.—The month was a busy one for labour generally. Building operations were very active. Work was commenced on the new Grand Trunk Railway station. Manufacturing establishments were all active.

WOODSTOCK, ONT., AND DISTRICT.

Mr. J. Markey, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Although this is the mid-season with many of the local industries, all factories are reported busy. This applies to furniture, manufacturers, stovemakers, wagon makers and musical instrument manufacturers, all working full time, and with full staffs. Most of the factories are well supplied with labour; but there is some demand. The Bain Wagon Company, for instance, reports difficulty in securing painters and shippers, and the Stewart Stove Works are in need of common labouring men. Labourers are scarce. The removals out West, the opening up of the building season, and the demand for help from the farmers account for this scarcity. Many farmers are still looking for men.

There is still a demand for girl help. The Oxford Knitting Company reports business very brisk, and has room for several girls.

The printers of this city have secured a reduction of hours from fifty-three a week to forty-eight. The reduction applies to job printers, pressmen, binders, &c. News compositors were already working forty-eight hours or less. About fifty printers, pressmen, &c., are effected by the change.

There was some disturbance in the Tobin Arms factory a few days ago, over the question of raising the windows from the bottom or lowering them from the top. The men and the management got together, and after mutual explanations, a satisfactory understanding was reached.

CONDITION OF PARTICULAR TRADES.

There is not much activity in the building trades, but the prospects are fairly good. Iron moulders, stove mounters, blacksmiths are busy. There is frequently a demand for blacksmiths here. Woodworkers, upholsterers, varnishers and polishers, wood carvers, carriage makers are busy, but there does not seem to be any present demand for help. Printers and pressmen are busy, but the local offices are fully supplied at present. The clothing trades are busy; there is still a scarcity of garment workers. Bakers, confectioners, butchers and cigar makers are all busy. There is some demand for unskilled labour, both in the city and in the surrounding country.

STRATFORD, ONT., AND DISTRICT.

Mr. Joseph T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was active, especially in the building trades. Building permits to the value of nearly $22,000 were issued, and good progress was made on the many buildings in course of erection. The brickwork on the hospital extension, and the new Registry Office is nearing completion. There is no complaint of want of employment, and some of the factories find difficulty in securing all the help required, both skilled and unskilled. The banks did a good business. Wholesale and retail merchants reported business very good. The Customs returns were $14,258.81, an increase over the same month last year of $3,107.77. No changes in rates of wages or hours of labour, and no trouble in the labour market were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were engaged on the root crops, and the latter part of the month they were cutting the hay. Market prices were:—

Eggs, 20c. a dozen.
Butter, 20c. a lb.
Hogs, $8.75 to $8.90 per cwt.
Wheat, 88c. per bushel.
Oats, 35c. per bushel.
Barley, 45c. per bushel.
Peas, 70c. per bushel.
Bran, $19 per ton.
Shorts, $23 per ton.
Flour, $2.85 to $2.95 per cwt.

Manufacturing.—All factories were busy, with plenty of orders ahead.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers and plasterers were very busy. Painters, paper hangers and decorators were active. Plumbers, gasfitters, stone cutters, and builders' labourers were busy. Iron moulders, iron workers and helpers and machinists were active. Blacksmiths, boilermakers and horseshoers were busy. Jewellers did a good trade. Woodworkers, coopers, upholsterers, polishers, varnishers and wood carvers were busy. Carriage and wagon makers were well employed. Printers were very busy, especially ad. and job hands. Journeymen tailors, garment workers and factory workers were steadily employed. Bakers, confectioners, butchers and cigarmakers were active. Leather workers and saddlers were busy. Barbers, clerks and delivery employés were active. Hotel, restaurant and laundry workers were very busy. The demand for female help in hotels and factories was active. Railroad conductors, engineers, firemen and telegraphers were busy. Trainmen, trackmen and freight handlers were active. Cab drivers, draymen and teamsters did a good business. Unskilled labour was well employed.

LONDON, ONT., AND DISTRICT.

Mr. A. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Industrial conditions were active throughout June in all lines, with the exception of building. In the factories and foundries work was plentiful, and larger forces were being worked than last year. Building operations have fallen off this year, the present month's permits being $100,000 behind the same month last year. A large number of workers in these trades have left the city to secure work. On the railroads, business is brisk, but the increasing of the length of the trains to about ninety cars is reducing the number of men needed. A larger number of clerks than ever are enjoying the Wednesday half-holiday during June, July and August. This year the bakers, barbers, butchers, dentists, grocers, hardware stores and newspaper employés are included. Wholesale and retail trade is good. And travellers report large sales. The preparation for installing Niagara Power continues to provide a large amount of work, especially for electricians, linemen

and labourers, wire being strung over a large area of the city already. It is expected that the city will be ready to supply this power to consumers by September. The question of female help for domestic purposes is causing difficulty. The scarcity is also in the large candy, biscuit, paper box and other factories. A couple of firms have announced a bonus of ten per cent. on all earnings, to girls who continue to work for them from now until November, the percentage to be paid in November, as an inducement for the girls to stay with them. A large number of empty houses are still to be seen throughout the city, caused principally by the exodus to the Northwest.

The bricklayers, who requested an increase from 45 cents to 47 cents this year and to 50 cents for the two following years, of a three-year agreement, withdrew the request early in the month, owing to a scarcity of work, and have decided to work for the 45 cents this year. Cigar makers, who went on strike last month for a $1 increase per 1,000 on all cigars made, were granted their demands, and returned to work June 13. The relations with their employers was of the best throughout the strike. A number of new organizations have been formed here during the past two months, as follows: Metal Trades' Council, Stove Mounters, Electricians, Boiler Makers, Piano Workers and Brewery Workers.

CONDITION OF PARTICULAR TRADES.

Bricklayers are all working, but very few are left here. Lathers and plasterers report trade fair. Painters are busy. Moulders and Iron Workers are very busy. Electricians and linemen are exceptionally busy. Metal polishers and stove mounters report trade fair. Carriage painters report that the best men from this section are leaving to work in the automobile works in Detroit, making help scarce here. Car builders report a large amount of repair work ahead. Coopers are busy. Printers and pressmen are all working. Journeymen tailors report trade very good. Garment workers and shoe workers are busy. Cigar makers are very busy, as the stock was greatly reduced during this strike. A number of jobs are reported open. Tanners are very busy. Unskilled labour is being continually recruited with new arrivals from the Old Country, and the supply is always more than equal to the demand.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during June varied little from the preceding month. The building trades were active, and work was generally plentiful. The demand for skilled labour was good, especially in the railway shops. Work is progressing actively on the new Michigan Central Railway round house, which when completed will be one of the finest structures of the kind in Ontario. A large gang of men are employed on this construction. Work on the Nursery Shoe Company factory is nearing completion and stock is beginning to arrive. Street railway receipts showed a decided advance during June; the advent of warm weather being responsible for liberal patronage of the evening cars. The Pere Marquette Railway inaugurated its Sunday service from London and St. Thomas to Port Stanley, on Sunday, June 26. Cars were well patronized, the Port being crowded with Sunday excursionists.

Pere Marquette trainmen have been notified of an increase in wages to take effect July 1. The men's time is kept at Detroit, and until such time as schedules are issued, it is impossible to know exactly what increases have been granted. The schedule granted is the same as that which is known as the B. & O. schedule, and equalizes the wages for Canadian and American employés. Heretofore the American employés have been paid a higher rate of pay for the same class of work. Under the new schedule conductors on through freights will receive $3.63 per 100 miles, increased from $2.85, and brakemen on through

freights will receive $2.42 per 100 miles, increased from $2.00 per 100 miles. On local freights the conductors will receive $3.75 until January 1, 1912, when the standard rate of $3.85 per 100 miles will be paid. Brakemen will receive $2.60 until January 1, 1912, and thereafter $2.70 per 100 miles.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The markets have been well attended during June with buyers and sellers. Vegetables were plentiful. Berries from this locality are now being offered on the markets, and give promise of being a good crop. The grain crops look well throughout this district, and with sufficient moisture will undoubtedly produce a large yield.

Manufacturing. — Normal conditions prevailed.

CONDITION OF PARTICULAR TRADES.

Bricklayers, mechanics, cement workers and carpenters were well employed. Plumbers were busy. In the metal, engineering and shipbuilding trades labour was well employed during June, especially in the railway shops. Printers had a fair month. Tailors were quieter. All classes engaged in railway transportation reported a good average month. For unskilled labour the demand slightly was in excess of the supply.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Active conditions in all branches of industry prevailed throughout the month except in the building trades which still remained very quiet. Carriage and wagon factories were especially active. The Walker Shirt and Pants Company is busy installing machines, twenty in number, having already been placed in position. They will all be operated by electricity. Wholesale and retail trade has been very good. The Grand Trunk Railway is planning improvements to the station in the immediate future. The City Council also intends constructing a large amount of granolithic sidewalks, and work will begin at once. The printers of the city were granted the eight-hour day to begin June 15.

The local manager of the Bell Telephone Company reports 1,100 phones in use in the city and district. He expects that fully 1,500 will be in use in the next couple of months

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers began haying the last of the month and report the crop better than that of 1909. It is estimated that the bean crop will amount to 1,000,000 bushels in the district. Reports of other crops are favourable. The Michigan Sugar Company has in all some 6,000 acres in crop this season. There is a very large acreage of tobacco planted.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were quiet. Carpenters and joiners were busy, mostly on repair, with plasterers busy and painters and paper hangers very busy. Plumbers and builders' labourers were only fairly well employed. Iron moulders, machinists and steam engineers were busy, with electricians very busy. Metal polishers, buffers, platers and brass workers reported trade brisk. Blacksmiths, boiler makers and sheet metal workers were busy. Woodworkers, upholsterers, carriage and wagon makers, and pattern makers reported a good month. Printers, pressmen and bookbinders were very busy. Journeymen tailors, garment workers and boot and shoe workers were busy. Bakers and confectioners, butchers and meat cutters were well employed. Ice drivers and cigar makers and tobacco workers were busy. Barbers, clerks, stenographers, delivery employés, hotel and restaurant employés were busy, and laundry workers very busy. Carters and draymen were busy. Unskilled labour was fairly well employed.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market has been very active during the month and men in all branches of trade were in demand at good wages. The Paterson Automobile Company of Flint, Michigan, has leased a large building and is having it remodelled into an auto sales place and distributing point for Canada. Fuller Bros., manufacturers, whose plant was destroyed by fire a short time ago, have started up again and are giving employment to from forty to fifty hands. On May 25, by a vote of 376 for and twenty-one against, the property owners gave the Council power to sell 3½ acres of land in the factory district, to the Regal Automobile Company. On June 20, the property owners voted on a by-law for Niagara power. The vote was 622 and 618 against. Wholesale and retail merchants are very busy. The only unfavourable feature in the labour market at present arises from the scarcity of help.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The warm weather has been favourable for farmers and market gardeners, but the crops are not as far advanced as they were a year ago. If fine weather continues there will be a fair crop, though fruit will be light.

Manufacturing.—Manufacturing concerns are very busy. The Canadian branch of the Postum Cereal Company has been started and is running night and day, giving employment to about seventy-five hands.

CONDITION OF PARTICULAR TRADES.

The building trade is active but the principal work is on small buildings as very few large contracts have been let so far. Good carpenters are in demand. The iron trades are very active, with plenty of work for every one. Woodworkers, carriage and wagon makers are active. Journeymen tailors report plenty of work. Garment workers are in demand. Bakers and confectioners have had a very busy month. Cigar and tobacco workers are fully employed. Leather workers are busy. Owing to the warm weather the barbers have had a busy month. Hotel, restaurant and laundry workers were busy. Business was good on the railways, both in freight and passenger departments, and all hands were busy. Teamsters and expressmen were busy. Unskilled labour was well employed.

DISTRICT NOTES.

Walkerville.—There is a building boom on in Walkerville at present. The Peabody Overall Company is building a large plant. The Bridge Company is building a large addition, and a large number of dwellings are under construction.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fully employed, the demand in nearly all lines exceeding the supply. Conditions were good in nearly all lines, particularly in building. The Lake Superior Corporation has a number of contractors employing large staffs of workmen engaged in the various additions it is making to its docks, steel works, etc., also extensions to the Algoma Central Railway. A large St. Paul, Minn., firm has located here to engage in the manufacture of calendars and advertising novelties. The firm intends supplying its Canadian trade from this point, and will employ about twelve travellers and fifty other hands. It has been announced that the Dominion Government has granted a subsidy for the construction of a dry dock and shipbuilding plant there. The dry dock company will receive a bonus of $5,000

per year for twenty years from the municipality, and will begin construction work immediately. Everything points to this season being the best in the town's history.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Weather rather dry and hot, but otherwise, conditions are good. A market twice a week has been started here. It is proving a success and will serve to stimulate agriculture in this district.

Fishing and mining.—Normal conditions prevailed.

Manufacturing.—This industry was busy.

CONDITION OF PARTICULAR TRADES.

Very busy conditions were reported in the various skilled trades.

PORT ARTHUR, FORT WILLIAM, ONT., AND DISTRICT.

Mr. R. Urry, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour during June has been as fully employed as strikes would allow. All operatives in the building trade were busily employed until the carpenters struck work. Numbers of men are employed on the streets and in street extension work, and exceptional activity prevails in the improvement work of the two cities. At the docks conditions have been busy, and transport workers have been very busy. Wholesale and retail trade is normal for the time of year.

There has been a change in the rate, paid to carpenters, from 35 and 37½ cents per hour, to a minimum rate of 40 cents an hour. The month has been noteworthy for the number of small strikes of labourers.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Small farmers in the vicinity are suffering from continued dry weather, and bush fires are causing dismay among the settlers in outlying districts. The village of Murrilo is reported safe, but Stanley and other villages in the immediate vicinity are reported in danger. With the exception of a short heavy shower on Saturday, the twenty-fifth instant, no rain has fallen for several weeks. The cities are overspread with a pall of smoke.

Manufacturing.—The industries have continued employing the usual number of men, except the joinery shops and the lumber mills which were hindered by the strike of the carpenters.

An extension of sixteen freight sheds is being contemplated, and a new breakwater is going to be put in operation. Work is being pushed on with vigour.

CONDITION OF PARTICULAR TRADES.

The whole of the building trades have been affected by the three weeks' stoppage of the carpenters. Construction work had been pushed ahead, so that the bricklayers, lathers and plasterers, plumbers and steamfitters had enough work to keep them steadily employed. Iron moulders and iron workers, machinists and engineers, electrical workers and linemen have all been actively employed, also boiler makers, blacksmiths, sheet metal workers and tool sharpeners. All the woodworkers in the two cities have been quiet, especially the workers in the lumber yards. The printing and allied trades have been actively employed. The journeymen tailors also have been busy. There are no manufacturers of hats, gloves or shoes in this district, but the retail trade has been active. Bakers and confectioners, and ice merchants have been kept busy, but the hot weather has given the butchers and meat cutters a quiet season. The retailers in fruit have had a busy time. Barbers, clerks, stenographers, delivery employés, hotel, restaurant and theatre employés, also laundry workers have all been exceptionally busy as many visitors have landed during the months. Railway men, freight handlers, ship labourers, long-

shoremen, teamsters, expressmen and street railway employés have all been busy.

INDUSTRIAL ACCIDENTS.

There have been no serious accidents reported but some of the labourers working on street improvements have been exhausted by the extreme heat, and several have had to lay off work for a few days.

Among the general labourers work is very brisk this summer. General labourers are being paid from 20 to 25 cents an hour.

The street railway employés are unsettled. The street railway commission offered them a very slight advance this month, but the men would not accept the offer, they will present their schedule again next month.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The demand for labour throughout June was very strong. All classes of workpeople were in demand. Towards the latter part of the month, however, there was a slight change due to fears respecting the crop on account of the extremely hot weather which continued for an exceptionally long period. At the close of the month the heat and the drought was relieved by rains all over the Province and the West generally, which had the effect of again stimulating business. Trade, however, has not been so active as in May. The number of building permits issued has not been quite up to expectations. The bank clearings for the month amounted to $69,889,227, as compared with $49,452,397 for June, 1909. During the month, thirty-five tailors employed by one firm went on strike and presented the following demands:—

1. We refuse to return to work under the new and proposed system of piecework.
2. Since we are out, there are many things which in the past have been unsatisfactory, which we feel ought to be remedied.
3. Since it is the custom in the trade in Winnipeg not to work Saturday afternoon we want Saturday afternoons off without reduction of pay.
4. We want time and one-half pay for all overtime.
5. We want a more efficient system of timekeeping, and no fines or reductions of pay without explanations.
6. We want better treatment from the foreman, and less abusive and profane language, especially in the presence of the women.

These terms were accepted by the employers with the exception of the half-holiday on Saturday without pay. The strikers agreed to go back to work and accept the reduction for Saturday afternoon holiday. The men were out four and a half days.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—During the latter part of June the weather was exceedingly hot all over Manitoba and the Northwest, with the result that serious damage was done to wheat crops. In some sections of Southern Manitoba the farmers have ploughed up their wheat and in other parts, it is expected that only half a crop will be obtained. In the immediate vicinity of Winnipeg no damage was done, and also in the northern parts of Manitoba, there has not been any lack of rain to the extent of damaging the growing crops. During the last few days of June the weather was showery, and in consequence there has been great improvement in the outlook.

Railroad construction.—The demand for men for the rougher kinds of work is very keen, and as a result an advance in rates is expected as soon as the harvest approaches.

CONDITION OF PARTICULAR TRADES.

The amount of building in the course of construction is unusually large, but the number of new buildings for which permits have been issued during June was lower than in May. The Royal Commission appointed by the Provincial Government to inquire into the stockyards' question, and also as to the advisability of public abattoirs, has made

its reports and have advised the erection of stockyards on a given site in St. Boniface. If the report of the Commission is accepted and the new yards are built as recommended, it is expected that there will be great building activity in that locality. During the hot weather of the latter part of June the water supply of Winnipeg was found to be on the verge of being short. As a result the question of changing the source of supply has been discussed by the City Council.

BRANDON, MAN., AND DISTRICT.

Mr. E. Fulcher, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market shows a continued improvement in the demand for all classes of labour.

In the building trades, especially, there is much activity. The new Court House, costing in the neighbourhood of $100,000, will be ready for use in a few weeks. The brickwork of the two additional stories to the Empire Hotel has been completed and the two entire flats will be ready for occupation by the opening of the Summer Fair. The brickwork of the new convent has been completed. An addition to Hanbury's Sash and Door factory is finished. Brick work is also nearing completion on the new Vaudeville Theatre, the addition to the Brandon Hardware Block, and the addition to the Hamilton Provident Loan Company's building. Basement walls have been commenced on the five-storey Cement Block, the five-storey McKenzie Block, the Cecil Hotel, the Royal Hotel, Knox Church and the three-storey business block for Messrs. Clement & Clement. Excavating has been started on the new $150,000 depot for the Canadian Northern Railway. On July 6, the ratepayers will vote on the money by-law for the purpose of providing for a $25,000 Free Hall and $20,000 improvements to the City Hall.

The Hanbury Manufacturing Company has started to work overtime. On the whole, a very busy season for Brandon is expected.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The splendid rains of the past month have caused the crops to improve very rapidly.

CONDITION OF PARTICULAR TRADES.

The building, metal, clothing and cigar making trades were busy. Other skilled trades also were active. Unskilled labour was very active.

REGINA, SASK., AND DISTRICT.

Mr. W. B. McNeil, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During the first part of June, little or no change was apparent in comparison with the preceding month. Building operations were confined to the erection of residences, all the larger buildings under construction, such as the new Legislative Buildings, the convent and hospital, etc., being stopped, as an outcome of the strike of the building trades at that time. There was very little demand for labour in other branches of industry, as the effect of the building trades strike was widely felt.

Since building operations were resumed labour has been well employed, and the labour market well supplied, though there has been a fair demand for bricklayers. Many buildings which were postponed indefinitely are now under construction, the number of building permits exceed those of the corresponding period of past years. Building permits for the month of May, aggregated $392,975; $300,000 more than the corresponding month of last year, and $90,000 more than those issued in April, of this year. Among the permits issued are the following: Grey Nun's hospital, $115,000; Whitmore Brother's store, $25,000; J. H. Haslam's block of stores, $15,000; and Hay & James' block, real estate and insurance agents, $10,000. The new market building now in construc-

tion bids fair to be one of the most complete buildings of its kind. The structure will be 138 feet by 40 feet, and is estimated to cost in the neighborhood of $16,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Very favourable reports were received from the surrounding districts, the continued warm weather and frequent rains making the prospects for this year's crops brighter as time goes on, the average height of wheat being 28 inches.

Manufacturing.—The Regina Foundry Limited, is the re-organized form of the late Regina Machine and Iron Works. The rapid development of the country made it imperative for re-organization, and some of the most prominent business men of the city liberally subscribed to the $100,000 new capital. The Company has purchased from the city a site 200 by 270 feet, it being the intention to build a solid brick building fully equipped with modern machinery, travelling cranes, &c., which when in full operation, is to be capable of turning out 120 to 140 tons of casting a day, or three car loads.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons continue well employed, and a fair demand exists. Carpenters and joiners are very active, the supply meeting all requirements. Much the same may be said of lathers, plasterers, painters, and plumbers. Stone cutters are kept busy, and builders' labourers are much in demand. Iron moulders and machinists have been very active. The local foundry has found it necessary to build more spacious premises. Steam engineers were kept busy, as were electrical workers. Bicycle workers report a good month, the past month being busier than the corresponding period of any other year. Upholsterers and tent makers were exceptionally busy, but carriage and wagon makers had but a fair month. Soap workers at the local factory had a very busy month. The management will add to their present structure to cope with the rapid growth of business. Printers and pressmen were busy, while electrotypers and bookbinders were much in demand. Journeymen tailors and garment workers reported a very active month, labour being scarce. Bakers, butchers and ice carriers were kept well employed, while cigar makers reported a poor month, this, it was stated, being the effect of an influx of foreign produce. Barbers, clerks, stenographers and delivery employés fully supplied the respective demands, while hotel and restaurant employés were scarce. Laundry workers were very busy, and help was scarce. Freight handlers were well employed, as were cab-drivers and draymen. Teamsters had a very active month, the demand being greater than the supply. Unskilled labour was kept busy, the recent arrival of European immigrants supplying all demands.

MOOSE JAW, SASK., AND DISTRICT.

Mr. T. Backus, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has been very active during the past month; more so than during the corresponding period of last year. As regards building construction, the present season will undoubtedly produce a new record for both commercial and residential property, and in all branches of the building trade labour has been in brisk demand. Carpenters, lathers and plasterers especially, had a very busy month, and in many cases worked considerable overtime.

Work on civic improvements is proceeding at a rapid rate. Sidewalk construction and sewer and water connections have been carried on, and in a few days the street paving programme will begin. It is probable that at the same time the lines for the street railway will be laid down.

An announcement of considerable importance to Moose Jaw was made by the Canadian Pacific Railway Company during the month, to the effect that this city, from the first of July, will be the divisional point of the system for the Province of Saskatchewan.

Five by-laws calling for the expenditure of $100,000 were passed by the ratepayers. This money will be applied to the erection of an isolation hospital, a new fire-hall, improvements to the exhibition grounds, the extension of the electric light system, and the erection of a produce market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather during the past month has been somewhat variable, but on the whole, the crops in this district are looking fairly well. The weather during the early days of the month, was excellent and growth rapid. Plenty of moisture encouraged root growth, and prospects were exceedingly bright. Latterly, however, much hot weather, with dry winds and occasional thunderstorms, have proved trying, and have undoubtedly committed some damage. To what extent, it is impossible to estimate at present. Instances are also reported of damage by hail. These affect but small patches, however, Cooler weather, with rain is needed.

CONDITION OF PARTICULAR TRADES.

Carpenters lathers and plasterers were very busy. Bricklayers and masons were active, and painters and decorators busy. Builders' labourers were in good demand. Iron workers, machinists, blacksmiths, boilermakers were all fairly active, also electrical workers and linemen. Printers and pressmen were very busy. All grades of railway employés had a busy month. Teamsters and expressmen were very active. Barbers, hotel employés, store clerks and restaurant employés were busy.

LETHBRIDGE, ALTA., AND DISTRICT.

Mr. J. M. Ritchie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during the month of June has been dull, owing to the extreme dry weather, and the supply of labour being greater than the demand. Work in the building trades has been fairly active. Several large buildings have been started. The excavation for the Young Men's Christian Association building was begun, also for the new Bryan block and the Hull block. Work on the new Court House was resumed. The Alberta Railway Company has come to an understanding with the City Council with regard to sites for factories. Two sash and door factory companies are making arrangements to build in Lethbridge. Building permits during the month of May totalled in value $354,535. The highest figures reached in any previous month were reached in May, 1909, when they were $236,200, showing an increase for the month of May, 1910, of $118,335. With the exception of the Young Men's Christian Association building, no public buildings were included in the total. The city has awarded a contract for 27,000 square yards of cement sidewalks. The fair-wage clause mentions 25 cents per hour. The rate for 1909, was 27½ cents an hour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather has been very dry, drier in fact than for several years, yet the crops are looking well. Some outlying districts are having more rain. Cardston has had plenty of rain. In the little Bow district the crops are coming along well.

Mining.—Miners were working short time, there being little demand for coal at present. Some new coal companies are starting in this district; the McWilliams Company, of Kipp, has a shaft down 370 feet, and expects to reach coal in 12 or 20 feet lower. This is about 100 feet deeper than at Lethbridge. This mine is on the Crow's Nest line, about 15 miles from Lethbridge.

CONDITION OF PARTICULAR TRADES.

Bricklayers have been very busy, as also have been builders' labourers. Carpenters were rather dull.

DISTRICT NOTES.

Diamond City about 12 miles from Lethbridge reports great building activity. This is a new town, rapidly becoming known. There are sixteen houses under construction, mostly of brick, and prospects of more as the season advances. The local coal company operates its own line of railway to meet the Canadian Pacific Railway at Kipp. The town has a population of about 800.

Magrath.—A new public school, costing $37,000, has just been opened. On the opening of the school, the chairman of the School Board stated that he was afraid they had not built large enough, so rapid was the growth of the municipality.

Warner.—Building operations were very active. This is a new town, to the south of Lethbridge. Three new stores have been built this year, besides several private dwellings.

Taber.—Conditions were quiet here, owing to the depression in the coal trade, and the uncertainity of the crops, due to the dry season.

CALGARY, ALTA., AND DISTRICT.

Mr. E. Howell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market for June was distinctly good, with a slight improvement over last month, and a marked improvement over the corresponding period of last year. Calgary is just now experiencing a very busy period, but the supply of labour equals the demand up to the present time. Bricklayers have shown the greatest improvement, as brick is being shipped in in greater quantities. The excavation for the First street subway is almost completed. The foundations for the east wing of the Canadian Pacific Railway depot is well under way. Wholesalers and retailers reported an exceptionally busy month, the volume of business being greater than last month, and considerably in excess of the same period of last year. The local unions of carpenters and joiners are asking for an increase of wages and alterations of working condition. The schedule will be referred to an arbitration board. The newly formed union of the bakers and confectioners are asking for a working agreement.

CONDITION OF PARTICULAR TRADES.

Bricklayers were fairly well employed, as compared with the previous month, but masons had a very dull month. Carpenters and joiners, lathers and plasterers were busy. Painters and decorators were actively employed, as also were plumbers and gasfitters. Steamfitters and stone cutters were dull. Iron moulders, iron workers and helpers had a good month. Machinists, engineers, electrical workers and linemen were busy. Blacksmiths, boiler makers, sheet metal workers, tool sharpeners and horseshoers all experienced a very busy month. Woodworkers, upholsterers, polishers and pattern makers were well employed. Printers, pressmen and bookbinders were very busy, as also were journeymen tailors and garment workers. Bakers and confectioners, butchers, meat cutters and ice cutters were busy. Leather workers, saddlers, trunk and bag makers were busy. Barbers, clerks, stenographers experienced a good month. Hotel and restaurant employés had a very busy month. Laundry workers also were busy. All classes of transport employés, without exception, had a very busy month. Teamsters and expressmen were busy. Unskilled labour was well employed.

EDMONTON, ALTA., AND DISTRICT.

Mr. P. C. Foley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All classes of skilled labour were well employed, except plumbers and steamfitters, who reported trade quiet.

Owing to the steady influx, the supply of labour has been greater than the demand. While there has been a good demand for unskilled labour for railway construction a great many labour-

ers prefer work in the city, consequently local employers have had no difficulty in securing the help required. A large force of men is employed on the east end park and exhibition grounds, which must be completed in order to accommodate the annual fair in August; $175,000 will be expended on this work.

On the twentieth instant the ratepayers endorsed money by-laws for the following purposes: $75,000 to supplement a former grant for improving the east end park and erecting exhibition buildings; $175,000 to the Royal Alexandra hospital, and $25,000 to purchase a site for a public library. An earlier grant was made to the hospital of $50,000. Two by-laws were endorsed to grant franchises to the Pintsche Gas Company for the supply of artificial gas for the lighting of railway coaches, and to the Edmonton Radial Railway Company, granting certain running rights over the municipal railway lines.

The J. Y. Griffin Company is making extensive improvements at its packing plant. Workmen are engaged at present in the construction of an additional storey to the manufacturing building, two ice houses and an office. The addition of a storey to the manufacturing building will make it possible for the Company to use two more of the present storeys of the plant for cold storage and freezing purposes.

The two ice houses will be 50 by 80 feet and will triple the ice capacity of the plant which at the present time is 2,000 tons. The office building will be 62 feet by 70 feet. The building inspector reported a much larger percentage of business blocks being erected than in former years, and a slight decrease in first class residences. The statistics for May and the corresponding month last year, are as follows:—

	1909	1910
Building permits	$368,005.00	$231,055.00
Customs returns	19,125.87	26,179.65
Bank clearings	3,794,559.00	5,368,879.00
Homestead entries	391	584

Wholesale and retail trade was fair. There were no changes in rates of wages or hours of labour, and no strikes or lockouts.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—A crop bulletin just issued by the Provincial Department of Agriculture places the loss of grain during the winter and spring owing to weather conditions, at thirty per cent. of the area sown. The most careful inquiries have failed to elicit information of any damage sustained in this district. Conditions have been most favourable to winter crops.

Railroad construction and employment.—The Canadian Northern Railway Company has let the contract for the first section of the main line from Edmonton to the Pembina river, a distance of 70 miles. It calls for the completion of the work this year.

NELSON, B.C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout Kootenay district, during June, has been active, the demand exceeding the supply of lumbermen. A slight shortage also existed for coal and quartz miners, which condition is likely to continue until after harvest in the Prairie Provinces, when usually an over-supply is received in this district. The construction of the new sawmill for the Edgewood Lumber Company, at Castlegar is nearing completion, the machinery having arrived. A Canadian Pacific Railway spur to the mill, 1,800 feet long is being built. A second fruit canning factory within this district is being erected near Proctor, B.C. On May 27, the steamer *Keals,* which plies the Kootenay Lake was sunk near Ainsworth, B.C., a gale of wind driving the steamer on to a pile at the wharf. There were no personal injuries or loss of cargo or equipment. A crew is at work endeavouring to float the steamer; in the meantime the passenger traffic and mails are being handled by the Canadian Pacific Railway steamers. A force of men is engaged on the Kaslo and Slocan

Railway rebuilding several bridges to the end that transportation facilities to Sandon by that railway line will soon be in effect. Valuable shoots of silver lead ore have been struck at the Rambler-Cariboo mine on the 600 and 1,000 foot levels which has caused the price of that Company's stock to increase considerably during the past few months. Sheep Creek and adjoining country, near Salmo, B.C., is attracting both the capitalist and the prospector by the regularity of the gold bricks produced by the "Queen", "Nuggett," and other mines, and by the favourable development of the various new mines in that locality.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. J. P. McMurphy, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has been very active during the past month, more so than at this period during many seasons. Labour in all its branches has been in brisk demand. New business blocks and residences, particularly the latter, are in course of erection throughout the city. Messrs. Pilksy & Wolz, cigar manufacturers, have called for tenders for the erection of a large factory and apartment house. The Customs returns for the last month show an increase of over $9,000 over the corresponding month of last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather conditions during the past month have been fairly good for agriculture, and the present outlook is favourable. There may be a slight shortage of labour at harvest time.

Fishing.—The fishing industry is inclined to be quiet, owing to the few salmon appearing in the river. The canneries are making preparations for a fairly good year.

Lumbering.—The mills are running to their fullest capacity.

CONDITION OF PARTICULAR TRADES.

Labour conditions in the building lines were active. The supply is about equal to the demand, especially with plumbers, steamfitters and sheet metal workers. Other skilled trades were active.

VANCOUVER, B.C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Activity prevailed in the building trades. Business in general, was very active. Real estate in the business districts was active, but somewhat quiet in the residential portions of the city. The Bank of Montreal took out a $65,000 building permit, and the Empire Supply Company, one for $57,000. The Canadian Pacific Railway Company purchased 75 feet of land on Hastings street for offices, costing $171,500. The National Paper Mills, Limited, proposes to erect a paper mill on a large scale to be able to supply British Columbia and the Prairies. A train line is in course of construction on Richards street. Twenty-two acres (1,410 feet) of waterfront land, half a mile east of Second Narrows on Burrard inlet was sold for $150,000. The Grand Trunk Pacific will build a large hotel here in time, to handle travel over its line. The boat building concerns reported good progress. Shipping was very active. Lumber chartering, however, was quiet. A High School Teachers' Association was formed. The Labour Temple Company decided to sell a limited number of shares outside the labour unions. The Trades and Labour Council strongly urged the adoption of a Civic, or Provincial control of the city hospital, and expressed themselves as being opposed to the present system of soliciting alms. The Bakers' Union reported that several large bakeries adopted the union label for bread. A Committee of the Trades and Labour Council was appointed to interview readymade clothing dealers and urge

upon them the advisability of employing union tailors to manufacture clothes locally.

DISTRICT NOTES.

Stewart.—Work was started on the docks, and a contract let for grading the Short Line railway. A bank building is being constructed. The demand for labour continued.

Prince Rupert's population is computed at 5,000 with 1,219 names on the voters' list.

VICTORIA, B.C., AND DISTRICT.

Mr. W. E. Ditchburn, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour of all classes has been well employed during the past month, the supply, in some instances, not being up to the demand. This is particularly the case of carriage blacksmiths, where a shortage of help has been reported. As a large amount of building is still in progress all employed in the building trades have been kept constantly employed, and the prospects are bright for many months to come. Unskilled labourers have been well employed, there being now employed by the city, at least 1,000 men in different municipal improvements. The city has so much work in hand that the Council has decided to depart from the practice of day labour and have let out some work by contract. The contractors will be governed by the same conditions as apply to the day-work system as to hours and pay.

During the month of May the new scale of wages went into effect in all the printing offices in this city, as well as Nanaimo, *viz*: Day work, $27 per week of forty-eight hours, in job offices, and forty-seven hours in evening newspapers; and $30 per week on morning newspapers, with a seven and one-half hour night. The new scale is an increase of 50 cents per day and night, with a decrease of one-half hour per night on morning papers, and one hour per week on evening papers.

A change in wages has also gone into effect in all plumbing, steam and gas-fitting establishments in the city, whereby the men get an increase of 50 cents per day for a week of forty-four hours, the new scale calling for $24.50, as against the old one of $22.

The previous monthly building records, this year, were beaten during the month of May, when permits for buildings aggregating $257,290 were issued, compared with $192,440 in the month of April. The monthly returns for the year, to date, compared with the same month of the two previous years, were as follows:—

Month.	1910	1909	1908
January	$128,985	$ 78,080	$ 54,275
February	151,760	122,680	72,325
March	244,760	121,640	110,800
April	192,440	188,060	129,625
May	257,290	188,620	79,295
Total, 5 months	$975,235	$699,080	$446,770

The bank clearings for the month of May also show a considerable increase over the same month of last year, being $7,485,447, as against $5,407,596 for May, 1909.

A strike in the different machine shops of this city took place on the fourteenth instant, and is the result of a general movement along the coast to establish the eight-hour day. The firms affected are the British Columbia Marine Railway Company, the Victoria Machinery Depot, the Ramsay Machine Works, and the Marine Iron Works. In all sixty machinists went out. The regular minimum wage for machinists in the past has been $3.25 for a nine-hour day. The scale provides for an eight-hour day at 45 cents per hour, or $3.60 per day.

A short strike among the plasterers on one of the large buildings, took place during the month when the workmen demanded in increase of 50 cents per day. The strikers places were filled.

CONDITION OF PARTICULAR TRADES.

All engaged in the building trades were kept in constant employment during the month.

Iron moulders found plenty of employment, as did iron workers and helpers. Machinists were busy up to the time of the strike, which took place on the fourteenth

instant. There are now sixty members of the Machinists Union out of work. Steam engineers (stationary) are in demand. Electrical workers and linemen were kept busy during the month. Blacksmiths and carriage blacksmiths have plenty of work, and carriage makers were much in demand. Boiler makers and iron shipbuilders have all the work they can handle at present. Shipwrights and caulkers were well employed, and the same may be said for the sheet metal workers. Woodworkers have been busy for months, particularly on store furnishings. Upholsterers found business normal. There is not much of this work done in the city, but at the local furniture stores their staffs were kept constantly employed. Carriage and wagon makers were also steadily employed at the various shops. Pattern makers stated that they are kept busy. There is only one cooper shop here, but it is always kept well supplied with work. Printers, linotype operators and pressmen have found trade brisk. Linotype operators have been in demand, but now that the new scale of wages has gone into effect it is thought that the shortage will be readily supplied. Until recently, Victoria had about the lowest scale on the coast, and for this reason it has been difficult to keep operators here. Bookbinders have been well employed. Journeymen tailors and garment workers have found trade active on spring and summer orders. Bakers, confectioners, butchers and meat cutters all were kept constantly employed. Cigar makers found business about normal. Barbers, clerks and stenographers have been busy. Hotel and restaurant employés, now that summer travel has set in, are kept steadily employed. Railway employés on the Eastern and Northern Railway are working to their capacity, owing to the fact that a double daily service has recently been put into operation. Ship labourers and longshoremen were well employed, and the same condition existed with street railway employés. Cab drivers, automobile drivers and draymen are making good earnings. All the available unskilled labourers were employed, city work keeping about 1,000 labourers employed. There has been a demand for unskilled labour of late.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been very little change in the labour situation in this district during the month, there being abundance of work going on in the city and district. With the commencement of the coming month the city will start a sewerage system, which will, when completed, cost in the neighborhood of $200,000; a large amount of cement sidewalk (several miles), and an addition to the waterworks, costing about $25,000. There are a good many men looking for work in the coal mines, due largely to the number of miners coming from the Old Country, but they are gradually getting work. The coal trade is active for the time of year. Wholesalers and retailers report business brisk and promising. There have been no changes in rates of wages or hours of labour during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers are quiet at present, getting ready for haying and harvesting.

Fishing.—There is little activity among the fishermen at present. The whaling stations on the west coast of the island are very busy, and from present indications, the catch, this season, will be larger than last year.

Lumbering.—The sawmills in the district are working steadily, with prospects good. The logging camps are in full operation, with more camps than last year.

Mining.—The coal mines in this district are working steadily with good prospects ahead. The Wellington Collieries, which have been bought by the Canadian Northern Company, will be opened up to a larger extent than ever before.

Railroad construction work is being pushed as rapidly as possible, and the heavy work is well ahead.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons report work as active. Carpenters and joiners are very active, there being more building going up than for a number of years, as well as remodelling and improving work. Painters and paper hangers, plumbers and builders' labourers have been well employed. Blacksmiths and carriage makers report business as good. Printers, teamsters and expressmen have been active. Unskilled labour has been well employed, and although there have been a good many men looking for work, they have not stayed long.

THE COST OF LIVING IN CANADA DURING THE PAST TWENTY YEARS—SPECIAL REPORT ON WHOLESALE PRICES, 1890-1909, ISSUED BY THE DEPARTMENT OF LABOUR.

WHAT is undoubtedly the most comprehensive statement on the subject of prices ever published in Canada was issued in the closing days of the past month by the Department of Labour in the form of a special report on the course of wholesale prices in Canada during the past twenty years, *i. e.*, from the beginning of 1890 to the close of 1909. Appearing as it does at a time when the recent rapid increase in the cost of living is perhaps the most widely discussed economic problem of the day, the report, as the first minute and scientific analysis of the situation in this country, will undoubtedly meet a very widely felt need. It has been in preparation by the Department for upward of a year, under the direction of Mr. R. H. Coats, Associate Editor of the *Labour Gazette*.

The report runs to 500 pages in length and contains about 150 charts and diagrams, 114 being in colours on heavy paper.

Object of the Investigation.

Briefly, the object of the investigation was to determine as accurately as possible the nature and extent of the general rise in prices which has occurred during the past few years, to present the material relating thereto in the most approved method, and to accompany the same with other matter not readily accessible for the study of price fluctuations in Canada. Though the results are more complete with regard to some branches of the inquiry than others it has been thought advisable to issue the report at the present time in view of the very pronounced interest now attached to all questions appertaining to prices and the cost of living.

The following is a review of the more important features of the report.

The Recent Rise in Prices.

Referring to the current interest in the cost of living question the reports states as follows:—

"For some time past, and especially since the beginning of the present century, one of the most important features of the general economic situation in Canada has been a rapid and continuous advance in prices and the cost of living. The upward tendency seemed to have reached its highest point in 1907, when prices attained a level unprecedented in many years previous. The financial panic of the autumn of that year operated in arresting this tendency, and in many departments set in motion a recession which extended over 1908. The check, however, proved but temporary; the comparative slightness of its effect and the early recovery of the upward trend constituted in fact an especially noteworthy feature of the stringency in Canada. This became marked with the increasing industrial activity and trade prosperity of 1909, in the closing months of which the high cost of living had become a subject of widespread discussion, affecting as it did the immediate personal well-being of nearly every one in the

community, especially those of the wage-earning and other classes dependent on fixed incomes. Since the opening of the present year public interest has been still more intense, a large number of the trade journals and daily newspapers of the country having published articles dealing with the question in greater or less detail, while a number of investigations of varying character into the nature and causes of the rise have been made by public and private initiative. At the present time it is safe to say no economic question equals in public interest, that of the recent rise and the existing high level of prices. 'When the history of 1910 comes to be written,' says one of the most recent and authoritative writers on the subject,[1] 'not the least memorable of its happenings to be chronicled will probably be the great agitation, partaking of the proportions of a national revolt, against the high prices of food.'

"In the United States, with which so many problems of this kind in Canada are intimately shared, the situation has apparently been even more acute than in this country. Public feeling arose to such a pitch during January, last, that a systematic boycott against the use of meats was undertaken in several localities, in which thousands of people joined. Congress has instituted an investigation into the general subject of prices, and several of the State legislatures have taken action in the matter. The movement extended to Canada, and the feasibility of a similar boycott was discussed at several points in Ontario, the object being primarily by way of protesting against what was felt to be an undue enhancement in the price of many of the most important commodities entering into the cost of living."

Genesis of the Investigation.

It was the primary object of the investigation undertaken by the Department to measure as accurately as possible the extent of the changes in Canada fraught with such importance to the community. Before intelligent discussion of a situation of this kind is possible it is necessary to define it both as a whole and in its component parts; especially before any attempt towards remedial treatment is made. The investigation, as above stated, represents the first effort to measure the extent of recent price fluctuations in Canada with proper breadth of view. This special object of the report was carried out in such intimate connection with the general statistical work of *The Labour Gazette* with regard to prices, as to require a word of explanation of its relation to that work as a whole.

To quote the report:—

"*The Labour Gazette* has for some time past dealt in a general way with prices in the monthly review of industrial and labour conditions throughout Canada, published as the leading article in each issue. In this article a paragraph has been devoted to a brief mention of the more important price changes reported in the preceding month. Prices have been regarded in this statement in a twofold light: (1) as indicating tendencies in the cost of living; and (2) as reflecting current industrial and trade conditions. For the former purpose, retail prices, which represent the actual cost of goods to the consumer, are the more suitable; for the latter, wholesale prices, including those of important raw materials, being much more sensitive than retail to passing sentiment, form the better barometer.

"The unsatisfactoriness of general statements in such a matter led the Department some time ago, to design a more comprehensive and systematic means of treating the subject of prices in this monthly summary. It was decided to deal henceforth with wholesale and retail prices separately. As the latter depend largely on local conditions, quotations for over thirty staple commodities entering largely into the cost of living (including foods, fuel and lighting) to which rentals are added, are to be obtained monthly from the forty-eight important industrial centres throughout the Dominion. This, it is thought, will cover adequately the cost of living aspect.[2] With regard to

[1] The Managing Editor of *Bradstreet's Journal* in the *Outlook* for March 12, 1910. 13722—1.

[2] Publication of these statistics was begun in the February, 1910, issue of *The Labour Gazette*.

wholesale prices, a list of 230 articles, representing the most important departments of Canadian production and trade, was carefully compiled; and quotations for each article will be obtained from month to month in the governing or representative wholesale market — the whole to be combined and analysed in accordance with statistical practice.

"The present investigation represents the carrying backward into the past of this second division of the subject, namely, the portion relating to wholesale prices. Apart from the special interest attaching to such an inquiry at the present moment, the method of presentation proposed rendered action of the kind necessary in order to obtain a proper basis on which to establish a comparative record of future prices. The investigation into past conditions, though confined to wholesale prices, will serve at the same time to indicate tendencies in cost of living, for though wholesale prices fluctuate much more frequently and violently than do retail, their accessibility and reliability render them the medium usually chosen for the purposes of an inquiry into cost of living."

General Plan of the Investigation.

The investigation was limited to the past twenty years (1890–1909) owing to the fact that it was found possible within that period to go back some distance prior to the time at which the recent rise in prices began and thus to obtain a sufficiently detached point of view. Records within these limits are on the whole easily accessible, but tend to become scarcer and less reliable as the review backward is extended.

The general plan followed in the inquiry was, to select a comprehensive list of representative staple commodities, and to trace the course of prices for each, from month to month back to 1890. With this material as basis, an interpretation and measurement of the movement of prices, both as a whole and in the more important departments of trade, is attempted.

Commodities Included.

The first step in the inquiry proper was to determine what commodities should be included. The object being to obtain a result representative of cost of living and the industrial life of the community as a whole, the plan was to embrace as many as possible of the main staple articles of Canadian production and consumption consistent with the avoidance of duplication and the preservation of proportion as between the several divisions into which the inquiry fell. Manufactured articles as well as raw materials were introduced, though specialized lines were avoided. Choice was in some branches limited by the difficulty of securing continuous quotations of certain articles, and it is hoped to add a few commodities[3] to the investigation as carried forward into the future. On the whole, however, the list is a comprehensive one, and the items have been carefully distributed. It is thought that the selection in this respect will compare with those of the well-known price records maintained in other countries and will fulfil the accepted canons of statisticians. The number of articles included, namely 230, is much larger than in the great majority of similar investigations.

The commodities have been arranged, for the purposes of the inquiry, in thirteen general groups, as follows:—

Group.	Number of Commodities.
1. Grains and fodder	13
2. Animals and meats	15
3. Fish	9
4. Dairy produce	5
5. Other foods (groceries, fruits, vegetables, &c.)	57
6. Textiles—	
(a) Woollens	5
(b) Cottons	4
(c) Silks	3
(d) Linens	3
(e) Jutes	2
(f) Miscellaneous	2
7. Hides leather, boots and shoes	11
8. Metals and implements	27
9. Fuel and lighting	10
10. Building material—	
(a) Lumber	11
(b) Miscellaneous building materials	14
(c) Paints, oils and glass	14
11. House furnishings (furniture, crockery and glassware, kitchen furnishings and table cutlery)	16
12. Drugs and chemicals	15
13. Miscellaneous—	
(a) Furs	4
(b) Liquors and tobacco	4
(c) Sundry	6

[3] Notably, flax seed, asbestos, mica, tea (black, Indian), onions (Canada red), B.C. fir timber and paper.

The above grouping may, of course, be varied for special purposes, and has been so varied in analysing the returns so as to show the movement of all products of the farm, all foodstuffs, all manufactured products, &c.

In chosing the articles covered the consumption standard was made the basis, though the aim was to reflect production and general trade as well. For example, under the heading 'grains and fodder' the main products of the chief agricultural Provinces, whose prices either rule or reflect conditions for the whole of Canada, are taken. Under the heading 'fish' the more important products of the three great divisions of the Canadian fisheries, viz., the fisheries of the Maritime Provinces, the fisheries of the great lakes of the interior, and the fisheries of the Pacific coast, are included. In lumber, staple products of the New Brunswick, Quebec, Ontario and British Columbia forests will find a place. Under textiles, quotations of woollens, cottons, linens, silks, jutes and oilcloths are given, the first-mentioned group being represented by quotations of wool, washed and unwashed, a typical Canadian yarn, a typical all-wool woven fabric and a typical knitted product. Under 'other foods' the wholesale grocery and provision trades of Toronto and Montreal are reflected. Similarly with metals, meat products, leathers, house furnishings, chemicals and the rest.

Sources of Information.

For each of the above 230 commodities an effort was made to secure a reliable price quotation in a primary or representative wholesale market, for the opening week day of each month in each year back to 1890. The daily press and weekly trade journals of the country, the printed reports of Exchanges, Boards of Trade, etc., were the first sources laid under contribution. Toronto and Montreal markets furnish the great mass of the quotations. The records thus obtained were verified by reference to long-established and favourably known business firms dealing in the articles in question. Where reliable printed matter failed, the books of manufacturers and wholesalers were by courtesy of the owners, consulted, and some valuable data obtained. Monthly quotations were not in all cases considered necessary, as in the case of articles of which the prices are fixed at considerable intervals, and in a few other cases were not available; here yearly averages, based in each case on expert opinion, were secured. Seventeen of the 230 series of quotations represent annual averages obtained in this way. It may be added that every care was taken to insure that the prices quoted for each article represent a uniform quality and uniform conditions of sale throughout.

An Index Number Constructed.

An explanation is given as to the method employed in analyzing and interpreting the results found as above. This is the well known method of index numbers, which is described as follows:

"The object of an index number is to show the combined or final effect of several price changes. The nature and extent of changes in the price of a single commodity may be seen at a glance by the inspection of a series of actual price quotations. Suppose, however, the price of Ontario wheat advances within a given period, say, 10 cents a bushel, while the price of New Brunswick spruce lumber declines, during the same period, say, $3.00 per 1,000 feet—how may the net result of the two changes be expressed? The answer is, by reducing actual price quotations in each case to the form of a percentage of the price during a common standard period, (*i.e.*, translating the quotations into the terms of a common denominator) in which form they may be combined. This, in effect, is the method of index numbers. An index number of any article or number of articles at any date is the percentage which the price of that article or number of articles at that date is of the price of the same article or articles at another date or period selected as a standard.

"In the present investigation the period selected as the base or standard period is the decade 1890–1899. When it is stated,

therefore, that the index number of lard in 1909, is 161.3, the meaning is that the average price of lard in 1909 was 61.3 per cent. above the average price of that commodity during the decade 1890–1899. When, similarly, it is said that the index number of 'grains and fodder' for 1909 is 149.9, the expression simply means that, combining and averaging the 1909 prices of the thirteen products included in that division of the investigation, the result shown is 49.9 per cent. higher than the result for the decade 1890–1899. Again, when it is said that the Department's final index number for 1909 is 127.5, the meaning sought to be conveyed is that the prices of the 230 commodities included in the whole investigation show, when reduced to an average, an increase of 27.5 per cent. compared with the average level of prices during 1890–1899."

As the calculation of an index number is a technical process, a description of the method followed in the present report has been reserved for an appendix, to which the reader is referred for details as to the manner of combining the price statistics, considerations influencing the selection of the base period, the reckoning of the average, &c.

By the publication of the index number established in the report from month to month in future, the Department will be able to supply an analysis of current prices in Canada similar to that furnished by the London *Economist's* index number in the case of Great Britain, or the index numbers of Dun and Bradstreet in the United States. The need for such contemporary analysis is obvious. It is true that for many of the most important Canadian products the price is fixed in the world-market, and the index numbers of other countries accordingly apply to a degree here; yet the rapid development of the Dominion and the differentiation in conditions implied thereby have created a demand for independent statistics. For example, it has been asserted that the effects of the financial stringency of 1907, were less severe on prices in Canada than in the United States. Yet no means of statistical comparison on broad lines has hitherto been available.

Arrangement of Material.

In presenting the statistics obtained, with an analysis of the same, the arrangement of the report is as follows:—

The subject matter has been divided into three parts with an introduction and an appendix:—

Part I.—In the first part of the report, the records of actual price quotations obtained are given. These represent the complete body of statistical matter secured in the case of each commodity and form the ground work of the whole report. Full details are given at the head of each table of the source of the statistics, exact quality of the article quoted, &c. The average price for each year is also shown.

Part II. Following the tables of actual prices, a series of tables is given in which the average annual prices shown in Part I. are expressed in the form of index numbers. This enables the price fluctuations of the several commodities from year to year to be compared on a similar basis and to be combined so as to show the movement of related groups. An index number is given for each commodity, for each of the several divisions and subdivisions indicated in the list of commodities, and for certain other groupings.

Part III. In the third division of the report a series of charts is published which will show at a glance the more important features of the price movement of the past twenty years. These charts are based on Parts I. and II., and are self-explanatory.

Appendix. The appendix to the report is in three parts: (1) A description of the technical problem involved in the construction of the index number. (2) A review of the more celebrated index numbers of Great Britain and foreign countries, with tables and diagrams of the results which they severally show, the whole being given in illustration of the problem described in Part (1) and as of direct interest in connection with existing conditions in Canada. (3) A statement as to the causes and effects of price variations, with special reference to existing conditions in Canada, and the character of the data necessary to determine the same with exactness.

General Result of the Investigation.

The net result of the investigation is perhaps most clearly indicated by the chart published on the opposite page, in which the line indicates the course which the averaged prices of all commodities included in the investigation followed from 1890 to 1909, inclusive. The level indicated by the number 100 in the table represents the average price of the commodities during the decade 1890–99.

The aggregate index number on which the chart is based is shown in the table published on the next following page, which also contains from year to year the index numbers for the several groups into which the commodities are divided.

On referring to the table and chart, the reader will see that prices in Canada followed a downward course from 1890 to 1897. This was succeeded during the ensuing decade by a more rapid upward movement which culminated in 1907. The last mentioned year was by a considerable margin the highest point in the twenty-year period. Prices fell in 1908, but were upward again in 1909.

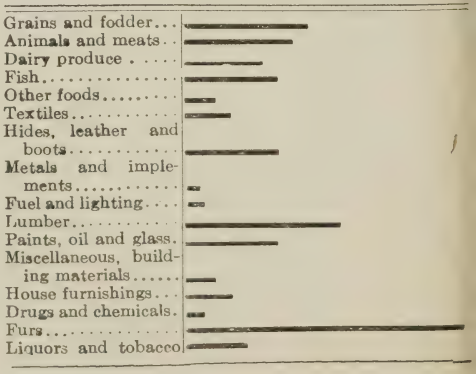
Comparing the more important points in this progress with the average level of prices during the decade 1890–1899, it will be seen that in 1890 prices were somewhat over ten per cent. above that average. In 1897, after three years of panic depression and political unrest in the United States and Canada, they had fallen to a point nearly eight per cent. below. Within six years thereafter, however, they regained this loss. Continuing to mount with extreme rapidity, in 1907, they reached a point over twenty-six per cent. above the average of the base decade. The recession in 1908, amounted to nearly five points. During 1909 this recession was checked and a gain in the opposite direction registered.[1]

Comparing the high year 1907, with the low year 1897, the advance amounted to approximately thirty-seven per cent. Comparing the year 1909, with the low year 1897 the increase shown is approximately thirty-one and five-tenths per cent.

Referring to the several groups, it will be seen that the chief advances occurred in lumber, grains and fodder, animals and meats, furs, hides and leather, paints, fish and dairy produce. None of the other groups show a decline compared with the base decade, but metals and implements, fuel and lighting and drugs and chemicals are but slightly above the average of 1890–1899. Somewhat larger advances are shown by textiles, fruits, groceries, house furnishings, miscellaneous building materials, and liquors and tobaccos.

In arriving at the above conclusions, the simple average of the prices of all the commodities covered in the investigation was taken. In other words the several commodities of the list were regarded as of equal importance from the standpoint of the consumer. This, of course, is not true to the fact. Wheat is of vastly greater importance in consumption than, say, pepper. For considerations, however, which are regarded by competent authorities as sufficient, and which being largely of a technical nature are explained in detail in the appendix, the method of taking a simple average may be relied upon, in an investigation covering so many commodities as the present to show an accurate result.

DIAGRAM SHOWING COMPARATIVE EXTENT OF INCREASE OF PRICES IN THE SEVERAL GROUPS IN 1909, AND DURING THE DECADE 1890–99.



[1] During the first half of 1909 the downward tendency of 1908 was continued, the gain for the year as a whole having been made during the closing months, so that the upward tendency in progress during the autumn was more pronounced than is indicated by the number for the year as a whole.

Chart Showing the Course of Wholesale Prices in Canada during the Twenty years 1890-1909

[*Number of Commodities—230.*] [*Average Price, 1890-1899=100.*]

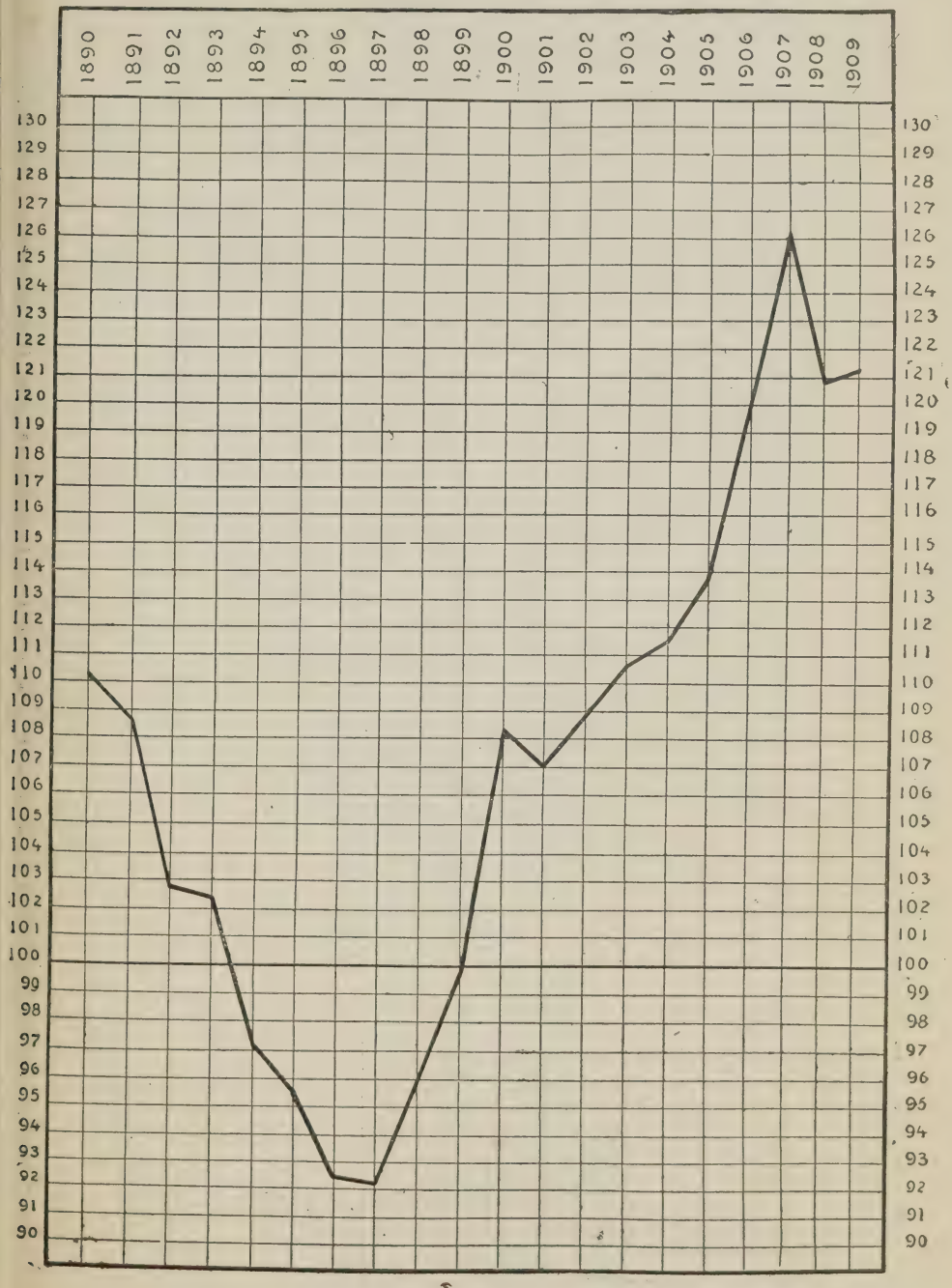


TABLE SHOWING INDEX NUMBERS OF ALL COMMODITIES BY GROUPS, 1890–1909.

—	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.
1. Grains and fodder	116.7	123.9	106.7	99.1	94.3	98.8	85.2	80.7	98.8	96.7	99.9	107.3	116.1	106.5	115.5	116.4	118.5	140.2	148.3	149.9
2. Animals and meats	111.2	104.7	108.5	117.7	98.7	92.2	82.4	90.4	97.9	95.1	103.4	111.3	122.2	117.9	111.3	120.7	130.1	133.8	129.6	148.6
3. Dairy produce	103.0	106.2	105.8	110.4	104.6	94.8	90.1	90.1	92.9	101.4	109.0	102.5	106.9	108.9	107.2	115.1	120.2	131.5	136.3	133.6
4. Fish	103.3	97.3	90.6	99.7	96.4	101.4	102.6	98.6	99.6	110.0	106.4	113.2	110.2	116.2	119.5	115.7	120.8	129.5	120.5	134.0
5. Other foods	120.3	121.3	104.7	102.1	95.0	95.2	87.1	86.0	94.3	93.6	96.4	98.6	98.4	98.1	101.8	100.7	103.1	112.5	110.3	107.6
6. Textiles	111.4	104.2	102.2	101.2	97.3	93.6	96.9	98.0	95.2	99.8	100.0	103.6	101.0	105.9	110.4	114.6	123.4	126.1	111.0	108.3
7. Hides, tallow, leather, boots and shoes	100.6	102.6	99.8	101.8	89.9	98.6	92.9	100.0	105.0	109.4	113.8	112.8	118.2	115.7	113.6	119.6	128.1	125.5	120.0	135.4
8. Metals and implements—																				
(a) Metals	125.4	114.4	107.6	102.1	91.1	87.0	87.5	85.7	87.6	111.9	121.2	110.4	102.8	105.5	99.7	108.4	128.6	134.8	106.3	101.9
(b) Implements	103.8	103.2	102.9	102.6	102.2	101.0	98.5	93.1	94.3	98.0	100.1	102.2	104.7	105.7	106.2	106.1	106.0	107.1	104.2	102.4
9. Fuel and lighting	107.4	106.7	106.6	102.9	97.5	97.0	98.9	96.4	93.5	96.9	100.8	98.1	104.9	111.0	103.0	104.1	106.4	108.8	102.2	103 8
10. Building materials—																				
(a) Metals	103.5	102.7	104.4	103.7	104.6	102.8	97.1	93.9	90.8	95.8	114.0	114.6	122.0	128.8	131.3	134.1	152.7	165.2	162.6	154.6
(b) Miscellaneous building materials	117.6	110.4	106.8	103.7	98.7	95.2	93.9	87.7	87.4	97.2	111.8	106.0	104.6	107.7	107.2	106.8	104.7	108.7	107.5	105.7
(c) Paints, oils, glass	109.5	103.8	98.2	98.6	95.5	96.1	96.2	95.5	100.0	107.6	125.9	121.9	128.1	126.3	122.4	125.3	135.3	141.2	136.8	135.2
11. House furnishings	100.2	100.5	100.9	101.1	101.3	97.9	97.5	99.8	99.6	100.2	110.2	107.9	109.2	109.6	112.7	107.3	113.0	112.7	112.8	110.4
12. Drugs and chemicals	110.5	110.3	104.4	104.4	103.1	100.3	99.8	96.5	96.8	93.3	101.5	99.8	102.2	105.5	109.6	106.4	106.3	108.5	107.1	103.9
13. Miscellaneous—																				
(a) Furs	86.5	99.7	103.7	123.6	113.5	80.5	80.7	88.0	111.1	111.8	147.3	140.9	145.2	168.1	171.3	217.4	229.2	239.4	231.8	227.2
(b) Liquors and tobaccos	94.9	99.0	99.7	99.4	98.7	99.4	98.0	103.9	103.9	102.3	103.3	103.3	103.7	107.0	107.8	108.1	108.1	125.5	118.0	117.5
(c) Sundry	112.0	106.7	98.9	100.3	93.7	91.3	92.6	91.2	103.3	109.5	113.0	110.9	116.8	115.9	119.1	121.1	120.9	123.0	117.6	121.6
Total	110.3	108.5	102.8	102.5	97.2	95.6	92.5	92.2	96.1	100.1	108.2	107.0	109.0	110.5	111.4	113.8	120.0	126.2	120.8	121.2

High and Low Prices.

In order to show at a glance the extreme range of actual prices in the case of each commodity a table is published of the highest and lowest prices shown for each article.

Following this an extended analysis is given of the results of the investigation by groups and commodities, each of the 230 articles being dealt with in a separate paragraph.

Variations in Groupings.

The groupings into which the commodities are arranged were dictated largely by Canadian industrial and commercial conditions. Other arrangements of the commodities may be desirable with specific ends in view. For example, the report gives the following tables as showing the general level of prices in 1909, compared with those of the decade 1890–1899 for the following groups:—1. Crude farm products; 2. Manufactured farm products; 3. Imported foods; 4. All foodstuffs, and, 5. Products of the mine.

Crude Farm Products.

Wheat, western	140.5
Wheat, Ontario	143.0
Oats, western	133.3
Oats, Ontario	150.7
Barley, western	160.9
Barley, Ontario	145.1
Corn, No. 3, Ontario	164.6
Peas, Ontario	158.4
Rye, Ontario	140.4
Hay	135.0
Straw	133.8
Cattle, western	112.4
Hogs, Ontario	147.5
Cattle, Ontario	152.2
Sheep	100.0
Fowls	188.3
Turkeys	185.8
Milk	127.8
Eggs	171.5
Beans	177.9
Honey	147.4
Wool, washed	106.6
Wool, unwashed	107.5
Apples	150.5
Grapes	104.9
Peaches	105.7
Pears	102.1
Plums	89.4
Potatoes	142.8
Turnips	93.7
All	137.3

Manufactured Farm Products.

Flour, straight roller	136.7
Flour, strong bakers	123.2
Flour, winter wheat patents	124.5
Flour, Manitoba first patents	123.9
Bran	182.2
Shorts	162.2
Oatmeal	143.3
Beef, dressed	168.2
Veal, dressed	142.6
Mutton, dressed	121.7
Bacon	146.0
Hams	131.1
Hogs, dressed	166.8
Lard	161.3
Tallow	112.9
Salt pork	157.1
Hides, steers and cows	205.4
Calfskins	192.3
Horsehides	100.5
Leather	119.5
Linseed oil, raw	109.7
Linseed oil, boiled	109.9
Butter	122.3
Cheese	124.4
Maple sugar	108.0
Apples, evaporated	93.6
Flax, fibre	117.2
Tow	60.6
Malt	123.4
All	134.1

Imported Foods.[1]

Chocolate	110.9
Coffee, Rio	51.8
Coffee, Santos	62.8
Cream of tartar	84.7
Currants	137.2
Raisins	78.8
Bananas	115.2
Molasses	78.6
Pepper	101.6
Rice	113.3
Sugar, yellow	107.8
Sugar, granulated	95.0
Tapioca	93.2
Tea	132.6
All	96.2

All Foods.

Grains and fodder	149.9
Animals and meats	148.6
Dairy produce	133.6
Fish	134.0
Other foods	107.6
All	126.7

Products of the Mine.

Antimony	68.9
Copper	105.8
Lead	99.1
Silver	69.6
Spelter	105.8
Tin	149.7
Coal, Nova Scotia	124.7
Coal, Crow's Nest Pass	113.3
Coal, Pennsylvania, anthracite	113.9
Iron, pig, No. 1, foundry, Nova Scotia	114.3
All	106.5

[1]Including foods manufactured from imported raw materials.

To the above it may be added that the 110 articles manufactured in Canada contained in the list of commodities quoted in the investigation show an average level of 114.1 per cent. in 1909, compared with the average for the decade 1890–1899.

Commenting on the above, the report states:

"From the above and other analyses several important central facts as to the general situation at present may be ascertained. Of the great producing industries, agriculture seems to show the largest increase in prices. Crude farm products (grains, fodder, meat producing animals, milk, eggs, wool, fruits, vegetables) have advanced by over thirty-seven per cent. compared with the base decade. The products made therefrom (meats, bran, flour, hides, leather, etc.) have increased by over thirty-four per cent. On the other hand imported foods are lower than they were during the decade 1890–1899. Fish products are nearly but not quite so high as farm products. Products of the mine are only slightly above the level of the decade, and, if coal be excluded, are below that average. Coming to Canadian manufactured products, the general level is about fourteen per cent. above the level of the base decade. Included in this estimate are various grades of Canadian lumber which on an average are fifty per cent. dearer than during the base period. If lumber be excluded, the manufactured products of Canada show a gain of less than ten per cent. compared with the decade 1890–1899. These and other facts of a like nature are of the utmost significance in connection with the interpretation of the results of an investigation like the present. The tables of index numbers will permit of many variations upon the theme."

Comparative Prices, 1890-1899, in Canada, Great Britain and the United States.

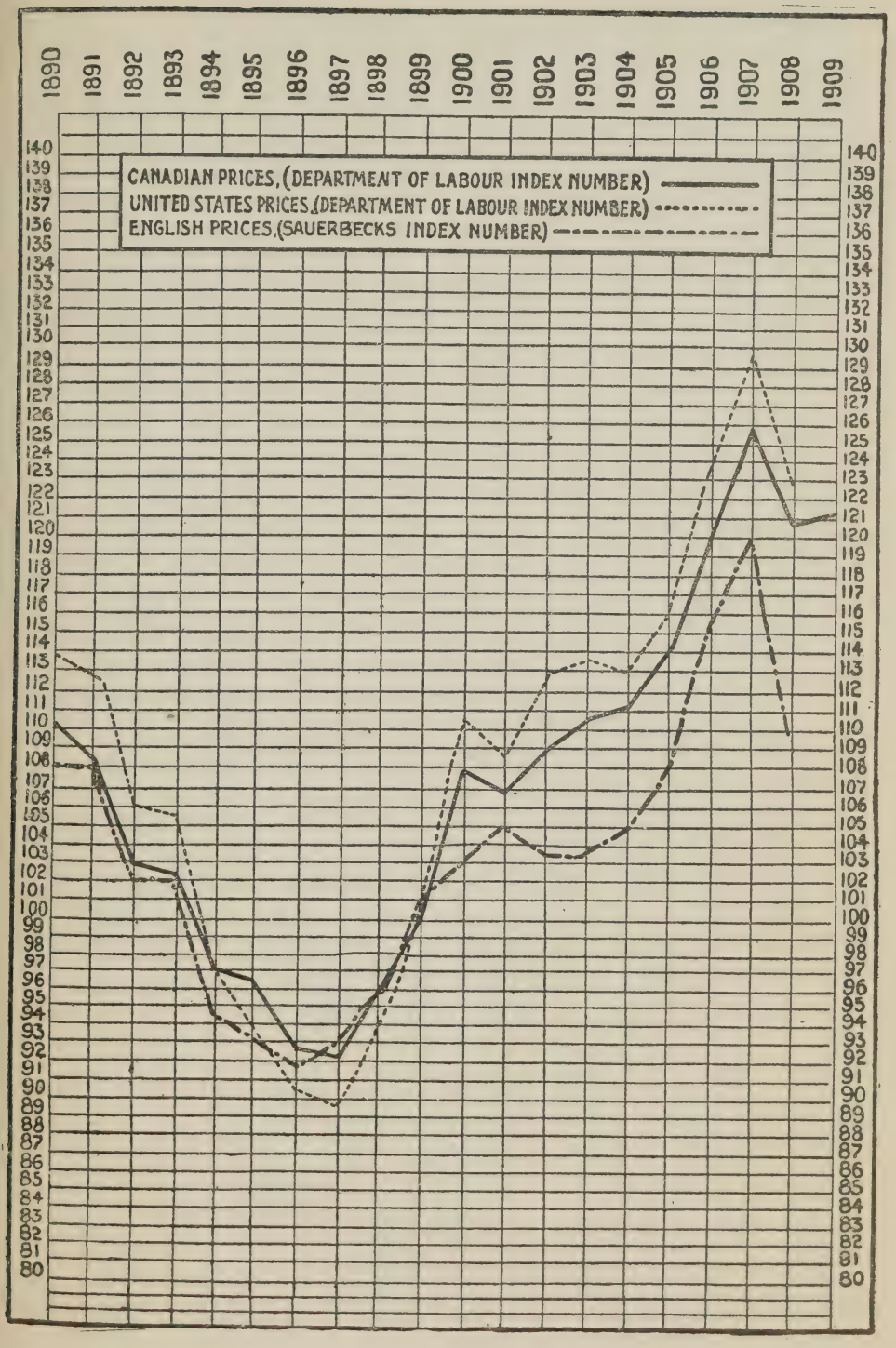
Part II. of the appendix to the report contains, as above stated, a review, in greater or less detail, of the findings of the best known index numbers of Great Britain, the United States and other countries. Based on certain of the tables and diagrams therein reproduced, a comparison is given in the chart reprinted on the opposite page of the course of prices in Canada as shown by the investigation, with the current movement in Great Britain and the United States, the two countries with which the commercial and economic interests of the Dominion are most closely associated. Referring to the chart, it will be observed that the general course of prices has been similar to the three countries, but that the movement as between Canada and the United States has been on lines more nearly parallel from year to year than as between Canada and Great Britain.

Tables and Charts.

As above stated, the report contains for each of the 230 commodities covered by the investigation, a table setting forth in full the statistics collected by the Department and the source of each quotation. The reader is thereby enabled to follow every step towards the conclusions reached. A specially noteworthy feature of the report is Part III. which, as above pointed out, is devoted to a series of charts illustrating the more interesting and significant conclusions shown by the investigation. The charts in this section are printed in colours on heavy coated paper and number in all 114. As nearly all show the variations of two or more commodities or related commodities in combination, a large number of phases of the situation is illustrated in this way.

Review of Various Index Numbers.

An interesting and valuable portion of the report is the appendix, in which after a detailed discussion of the problems involved in the construction of an index number, with special reference to the manner in which the present number has been calculated, an extended review is given of the more celebrated index numbers of Great Britain, the United States and the continent of Europe. As the price of many of the most important articles of consumption is to a considerable degree determined


1890
1891
1892
1893
1894
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1898
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1900
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1902
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1904
1905
1906
1907
1908
1909
CANADIAN PRICES, (DEPARTMENT OF LABOUR INDEX NUMBER)
UNITED STATES PRICES, (DEPARTMENT OF LABOUR INDEX NUMBER)
ENGLISH PRICES, (SAUERBECKS INDEX NUMBER)

by conditions in the world's market, the finding of these investigations have a direct significance in connection with the present situation in Canada. During the past few months frequent citations of certain of these numbers have appeared in the public press. The object of the report is to render easily accessible for the Canadian public full information as to the origin, methods and findings of such well known index numbers as those of the London *Economist*, Jevons, Sauerbeck, the British Board of Trade, Soetbeer, the United States Senate Committee on prices, the United States Department of Labour, Dun, Bradstreet, etc. In each case full tables of the numbers are given, with diagrams based thereon.

The Causes and Effects of Price Variations.

The concluding portion of the appendix is devoted to what is perhaps the most interesting aspect of the question, namely, an analysis of the causes and effects of variations in prices with special reference to the existing situation in Canada. In proceeding with this discussion the report states:

"The primary object of the present inquiry has been throughout, to afford an accurate and comprehensive view of the movement of prices in Canada during the past two decades. No attempt has been made to deal with causes, except incidentally, in referring to important temporary fluctuations of particular commodities arising out of obvious or special circumstances. For example, an advance in brooms which took place during the autumn of 1909, is mentioned as a result of the exceptionally high price of broom corn, due in turn to crop failure, similarly, it is pointed out, a sharp decline in the price of silver-plated ware in 1907, occurred simultaneously with the equipment of a large establishment for the manufacture of this class of goods in Canada; while a reference is made, in a general way, under the heading of lumber, to a number of circumstances which have accompanied, and have been suggested as explaining, the recent pronounced rise in that commodity. To go further than this, in a report like the present, would be to trench on ground which another and quite different kind of investigation is required to open up, namely, an inquiry into recent industrial, commercial and financial conditions and methods in the light of the economic theory of prices.

"The striking nature, however, of the circumstances prompting the investigation, and of the results now shown, namely, a rise of considerably over one-third in the general level of prices within the past twelve years—a rise which is still in progress—has directed very widespread attention to the question of what are the causes of a phenomenon which implies so many serious consequences to the community. It may be well, therefore, in concluding to point to some of the leading agencies which may produce a rise or fall in prices; which have probably been operative either separately or in combination to a greater or lesser degree in bringing about the present situation, and which should be taken into account by any one seeking an explanation of the changes illustrated in the accompanying tables and charts—whether they be changes temporarily in the price of a particular commodity, and comparatively easy of solution, or changes in the general price level, extending over a period of years, persisting through and in spite of temporary fluctuations, and involving considerations perhaps as wide as the organizations of society itself. Taking the last sixty years, as portrayed by the index numbers previously cited, such a general movement (upward) prevailed from 1848 to 1873; such a general movement (downward) from 1873 to 1897; and such a general movement (again upward) from 1897 to the present time."

In discussing the causes of price movements differentiation is made in the report between causes primarily affecting the commodities themselves and causes primarily affecting money. Dealing first with conditions arising in connection with the commodities themselves,

the question is approached from the two points of view of supply and demand, though it is pointed out that the two viewpoints do not involve distinct sets of phenomena. As causes affecting in their immediate or more natural application the supply of an article the following are mentioned: Variations in harvests or yields; improvements or other changes in methods of production or transportation, with special reference to cold storage; the operation of trade combines, trade agreements, etc., and legislative enactments. From the standpoint of causes primarily affecting demand the following are mentioned: seasonal causes; changes in custom or fashion; industrial expansion, involving deferred productivity. Under the last heading the following paragraph occurs:—

"Under this heading falls to be considered a feature of the present situation which has been declared to lie at the very basis of the high prices prevailing. The past decade has been one of exceptionally rapid industrial expansion in Canada. Immigration has been on an unprecedented scale. Large areas of new lands have been brought under cultivation. Accompanying this has been a heavy expendtiure, chiefly of borrowed capital, on railways, towns, public works and other large undertakings. The point emphasized in this connection is that many of these enterprises have not yet become productive. Hence the weight thus far has been thrown almost entirely into the demand side of the scale. The demand has been, in the first instance, for the materials consumed in the actual undertakings; but the circle of industrial and trade activity, once set in motion, has gone on widening until it has reached all but the uttermost edge of the community. In the tables it will be seen that heavy increases have taken place in lines brought primarily under the influence of the expansion, such as lumber, food supplies, and articles produced by the labour deflected, whereas goods of distant growth and manufacture appear in many cases less affected, other things being equal. In the general result, wages and prices have been following each other for some time past in what has been described as 'an ascending spiral.' The shortening of hours and the slackening of effort mentioned above are perhaps best considered as a parallel phenomenon with the rise of wages. So likewise is the fact that with greater spending power, has come a general rise in the standard of living. Wastefulness and extravagance may have supervened, having their root in the distribution of so much accumulated wealth. A standard of this kind once established is very difficult to dislodge. 'The luxury of to-day' says John Stuart Mill, 'is the necessity of to-morrow.' This point of view in its present application has been summed up in the remark that the problem to-day is not one of the high cost of living, but one of the cost of high living. But the situation is wider than any merely personal issue, and its solution depends to a degree on the transition from potential to actual productiveness of the buildings, railways and towns now under construction, whereby what have hitherto been very potent factors in demand will become factors also in supply."

Analysing the agencies which act upon prices through the monetary and financial systems the following statement is made:—

"Without expressing any view on so frequently debated a subject as the so-called 'quantity theory' of money (except to say in passing that in no case is it to be regarded as capable of simple application) it may be pointed out that the gold supply of the world has within recent years received a heavy accretion. According to estimates of the United States Mint, the gold production, which in 1895, was approximately $199,304,000, rose steadily to over $300,000,000 in in 1899. It has continued to increase since, reaching $435,000,000 in 1908. But several equally important considerations must be dealt with in collaboration with these returns. The gold side of the problem, like the commodity side, is of two aspects, supply and demand. In the first place, the annual supply of gold as estimated above, must be con-

sidered relative to the total stock—gold not being subject to destruction like most other commodities, except to the insignificant extent represented on losses and abrasion. This at once reduces materially the significance of any increase or decrease in annual output. On the side of demand, likewise, careful investigation must be made to see if any offset to the increase in supply may not have occurred. The possibly increased use of the precious metal in the arts and in hoarding as well as for currency must be borne in mind. There is the fact also that Japan, Mexico and several South American States have adopted the gold standard during the past fifteen years, thus creating a new demand for the metal. Again, has the increase in the gold supply been greater proportionately than the increase in the commerce of the world has required? And has the rapidity of circulation been unchanged in the past decade? In any event the part which gold plays as a direct vehicle of exchange dwindles into insignificance beside that of the credit system which, though, resting on a metallic basis is not necessarily proportioned to metallic reserve, and the organization of which is therefore a most important factor in the modern financial world. The whole level of prices is swayed at intervals according to the confidence or timidity of purchasers and investors. That the organization of this system has been increased and perfected of late there would seem evidence to believe. The rapid recovery from the panic of 1907, is by many attributed to the increased confidence which increased organization has been able to produce. But to appraise this accurately would require an investigation of the entire financial system."

Dealing with the effects of variations in prices the concrete question discussed is as follows: Prices having risen approximately one-third in the past twelve years what is the meaning of the change to the individual and the community? The bearing of the statistics contained in the report on this question is fully explained. In conclusion it is pointed out that a change in prices affects the well-being of the consumer only where no corresponding change in income has occurred. No final investigation of wages tendencies within the past twenty years was possible within the limits of the report, though the records of the Department of Labour show that there has been a continuous upward tendency since 1901, this tendency becoming pronounced in 1903 and in 1907. As throwing a partial light on this aspect of the question a table is appended showing the wages of several classes of employés throughout Canada in 1899 and 1909. The data are presented without analysis as it is hoped to add considerably to the same in future.

In articles published in recent issues of the *Labour Gazette* several of the tables and diagrams above referred to have been printed. The several commodities included in the animals and meats, grains and fodder, fish, dairy produce, and hides and leather groups have thus appeared. On the following pages the charts which show the remaining groups in combination are given.

CHART SHOWING RELATIVE PRICES OF OTHER FOODS—GROCERIES, FRUITS AND VEGETABLES, 1890-1909.

Commodities included: (1) Groceries: Beans, Biscuits, Chocolate, Coffee, Cream of Tartar, Flour, Honey, Maple Sugar, Molasses, Oatmeal, Pepper, Rice, Salt, Soda, Sugar, Tapioca, Tea, and Vinegar; (2) Fresh Fruits: Apples, Bananas, Grapes, Peaches, Pears, and Plums; (3) Dried Fruits: Apples, Currants, and Raisins; (4) Fresh Vegetables: Potatoes and Turnips; (5) Canned Vegetables: Corn, Peas, and Tomatoes.

(Average Price 1890-1899=100)

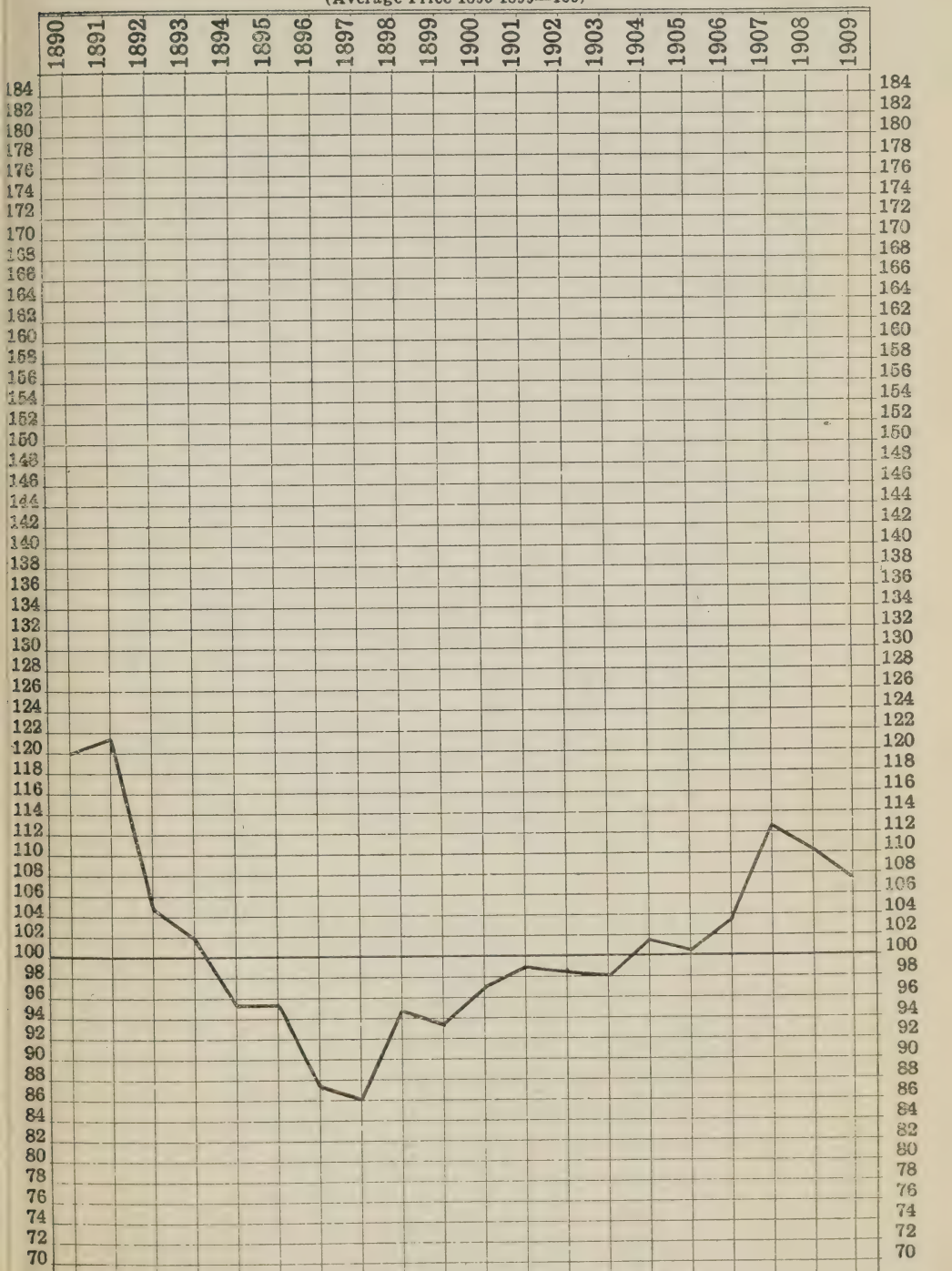


CHART SHOWING RELATIVE PRICES OF TEXTILES, BY GROUPS, 1890-1909.

Commodities included: Wool and Woolens; Wool, Ontario, washed and unwashed; Canadian Worsted Yarn; Knitted Underwear; Beaver Cloth; Cotton and Cottons: Raw Cotton Upland Middling; Grey Cottons; Woven Coloured Fabrics; Prints; Flax products: Tow, coarse and fine; Flax fibre; Sewing flax; Jute: Jute, first marks; Hessian, 10 1-2 oz., 40 in.; Silk and Silks: Silk, Raw, Japan and Italian; Spool Silk; Machine twist.

(Average Price 1890-1899=100)

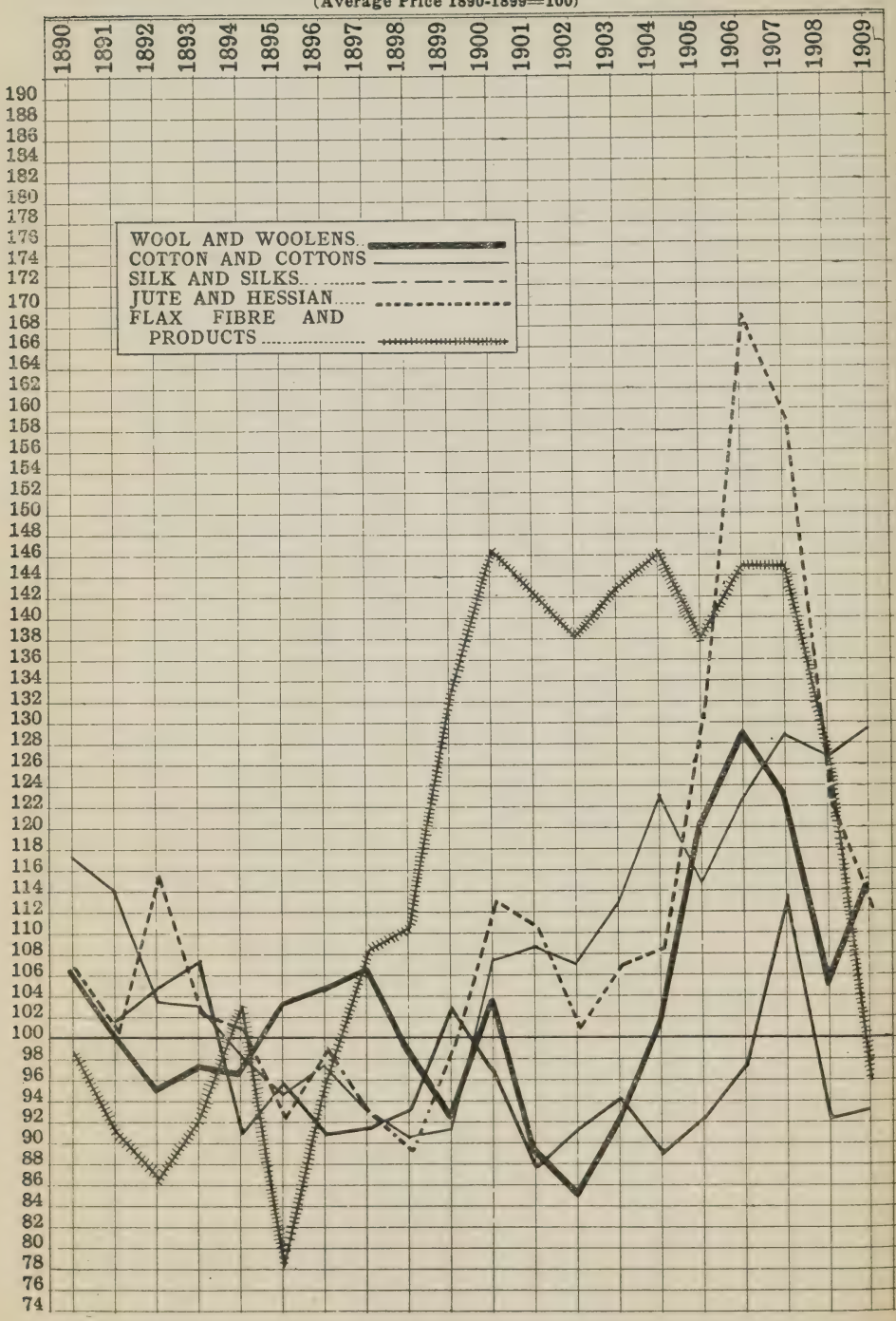


CHART SHOWING RELATIVE PRICES OF LUMBER, 1890-1909.

Commodities included: Pine, Ottawa, good sidings, shipping culls, and box boards; Pine, Ottawa, average cut, all grades; Pine, Georgian Bay, No. 1 cuts; Pine Laths; Hemlock; N. B. Spruce; N. B. Shingles; Birch; Maple (soft); and Red Oak.

(Average Prices 1890-1899=100)

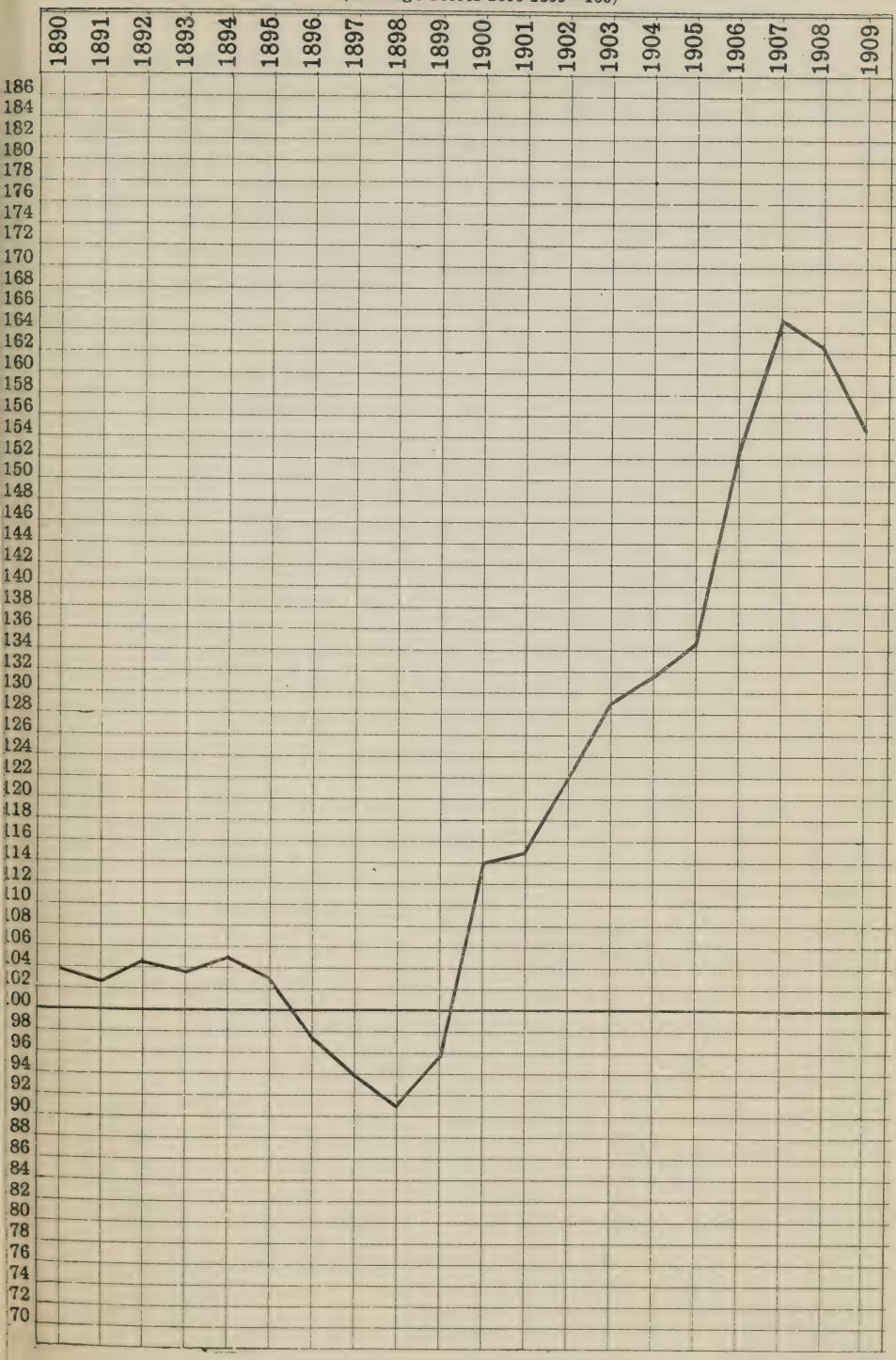


CHART SHOWING RELATIVE PRICES OF PAINTS, OIL AND GLASS, 1890-1909.

Commodities included: Benzine, Canadian; Glue, Domestic broken sheet; Linseed Oil, raw and boiled; Paris Green, English and Canadian; Prepared Paints, 1st quality, pure; Putty; Rosin, white; Shellac, pure orange; Turpentine; Varnish, No. 1 Furniture; Venetian Red (dry colour); White Lead, pure, ground in oil; Window Glass, "Star" (first break.)

(Average Price 1890-1899=100)

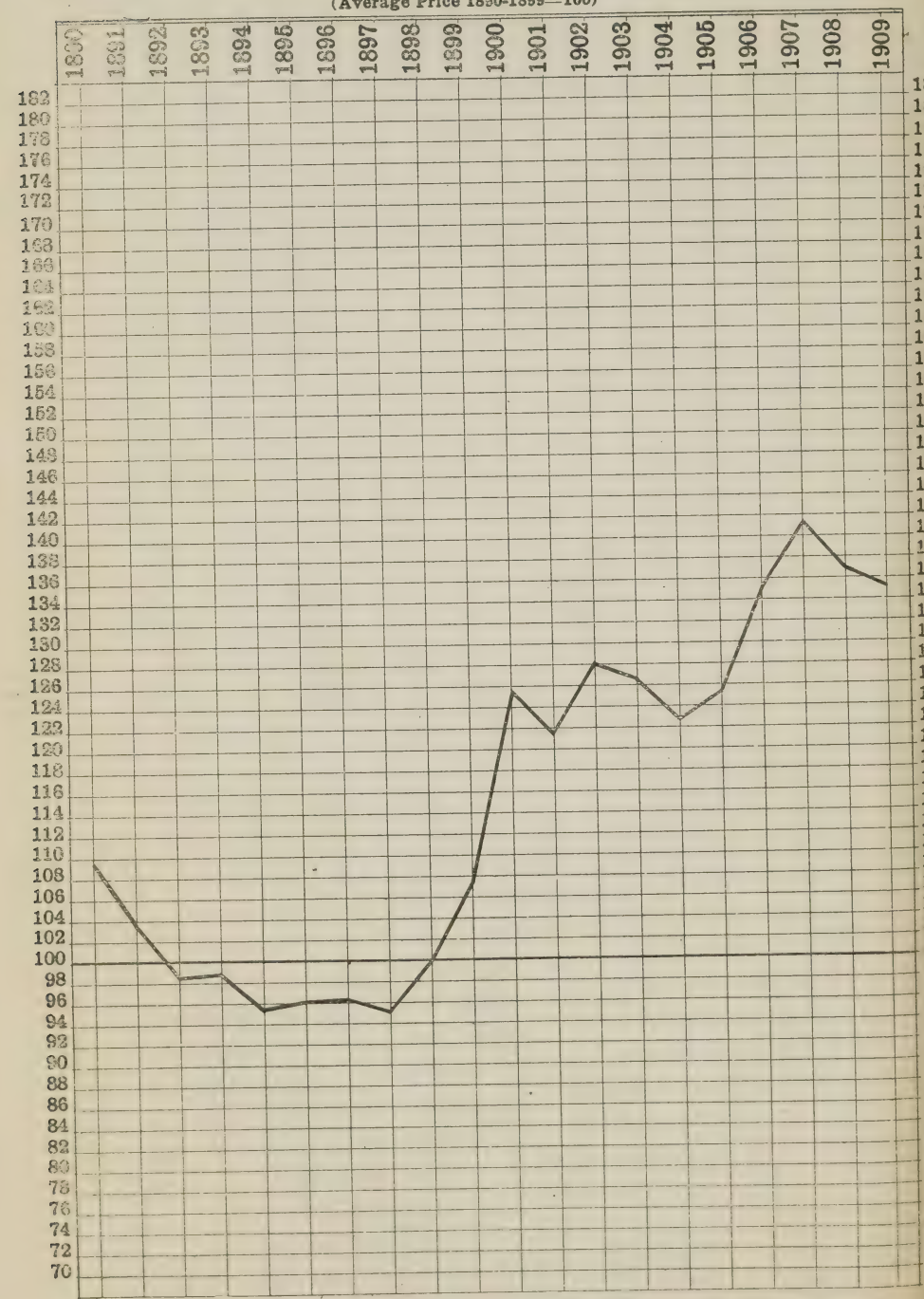


CHART SHOWING RELATIVE PRICES OF MISCELLANEOUS BUILDING MATERIALS, 1890-1909.

Commodities included: Bricks, common building; Bricks, fire; Cement, Canadian Portland; Hinges, heavy; Lime, high calcite; Nails, cut; Nails, wire; Plaster of Paris; Pitch, roofing; Sash Weights; Soil Pipe, 4 in., medium; Tar, Crude coal; Wire Cloth; and Wire Fencing.

(Average Price 1890-1899=100)

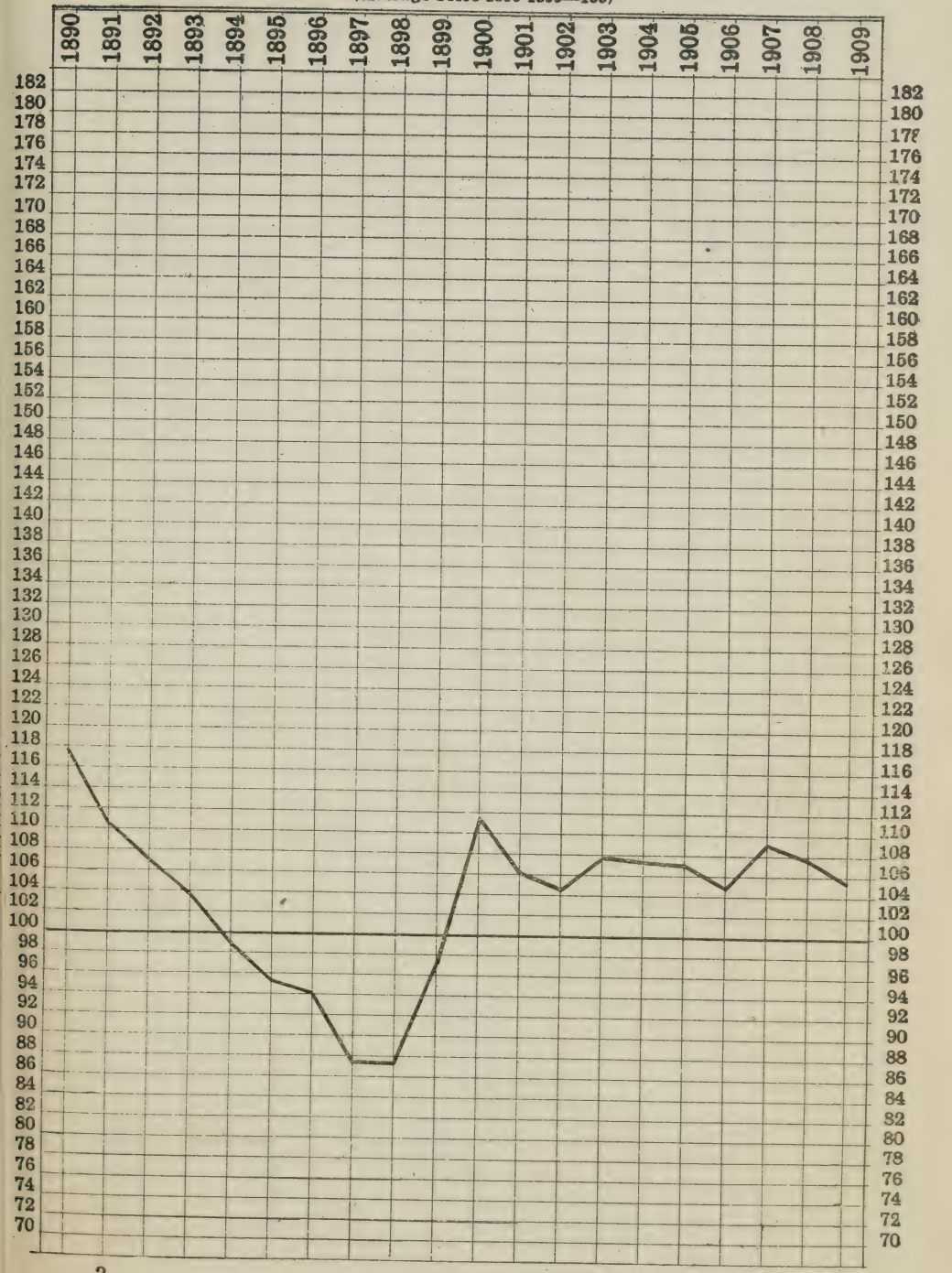


CHART SHOWING RELATIVE PRICES OF FUEL AND LIGHTING, 1890-1909.

Commodities included: Coal, Bituminous, N. S. run of mines; Coal, Bituminous, Crow's Nest Pass; Coal, Penna. Anthracite; Coke, Connellsville, Furnace; Coke, Crow's Nest Pass; Coal Oil, Canadian Standard, water white; Coal Oil, Canadian Standard, water white; Calcium Carbide; and Matches, Eddy's Telegraph.

(Average Price 1890-1899=100)

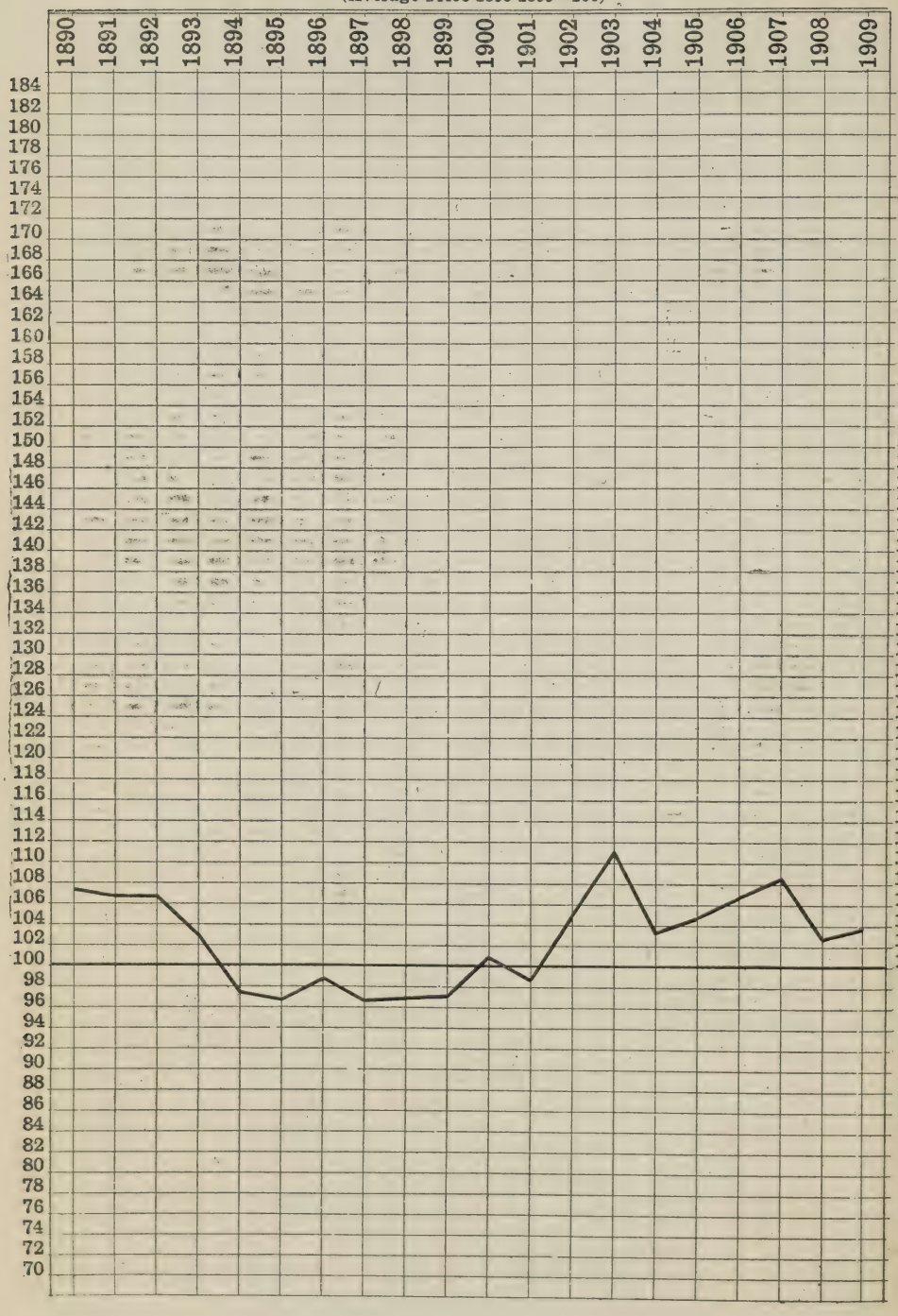


CHART SHOWING RELATIVE PRICES OF METALS AND IMPLEMENTS, 1890-1909.

Commodities included: Metals: Antimony, Brass, Copper, Pig Iron, (Summerlee); Pig Iron, (N.S.); Iron, Common Bar; Iron, Black Sheets; Iron, Galvanized Sheets; Iron, Tinplates; Iron, Boilerplates; Lead; Silver; Solder; Spelter; Steel Billets; Tin; and Zinc Sheets.
Implements: Axes; Anvils; Grindstones; Hammers; Horseshoes; Mallets; Picks; Wood Screws; Soldering Irons; and Vises.

(Average Price 1890-1899=100)

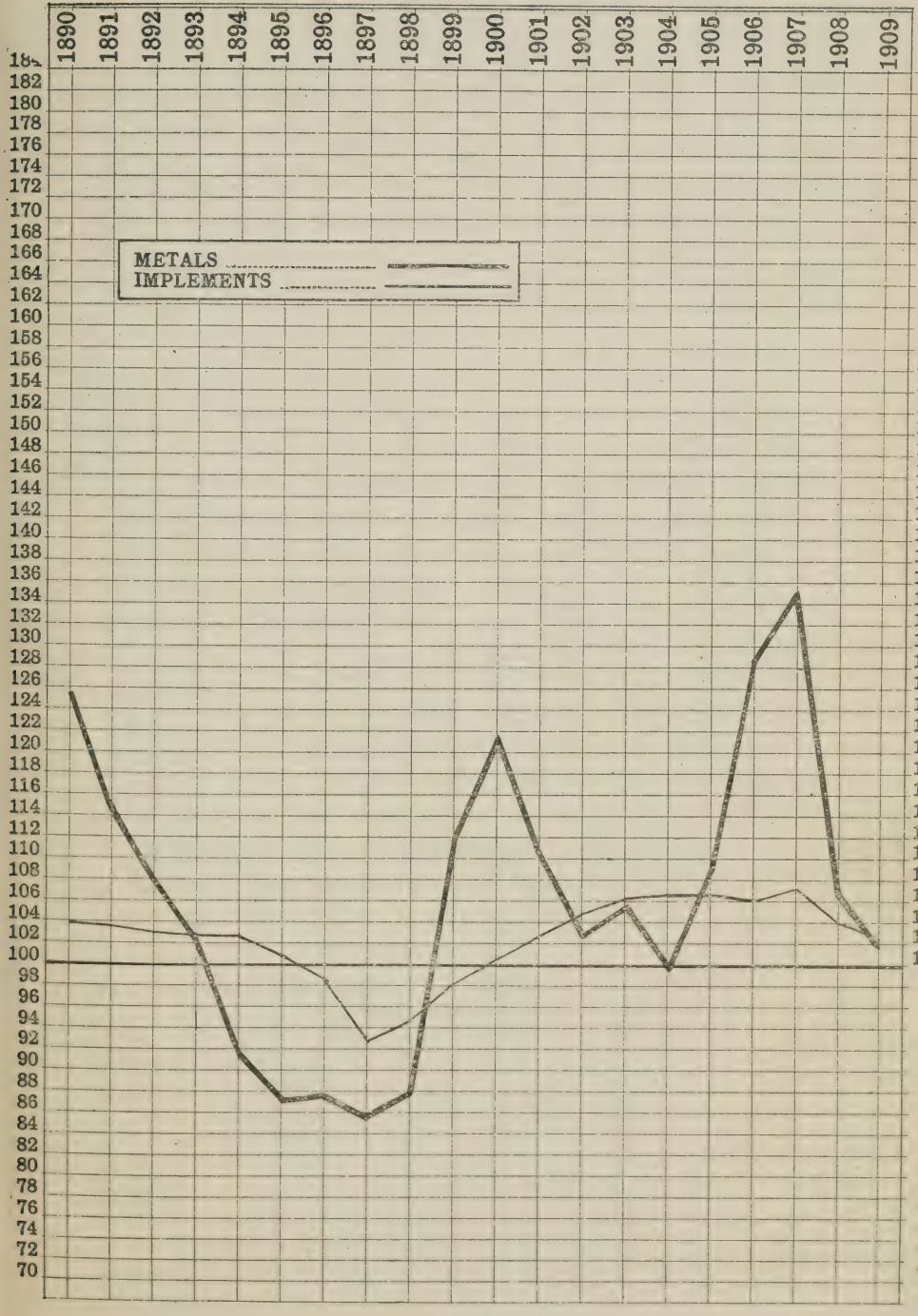


CHART SHOWING RELATIVE PRICES OF IRON AND STEEL, 1890-1909.

Commodities included: Pig Iron, Summerlee, No. 2; Pig Iron, No. 1 Foundry, N. S.; Iron, Common Bar; Iron, Black Sheets; Iron, Galvanized Sheets; Iron, Tinplates, Charcoal; Iron, Tinplates, Coke, Bessemer; Iron, Canada Plates, ordinary; Iron, Boilerplates; and Steel Billets (N. S.)

(Average Price 1890-1899=100)

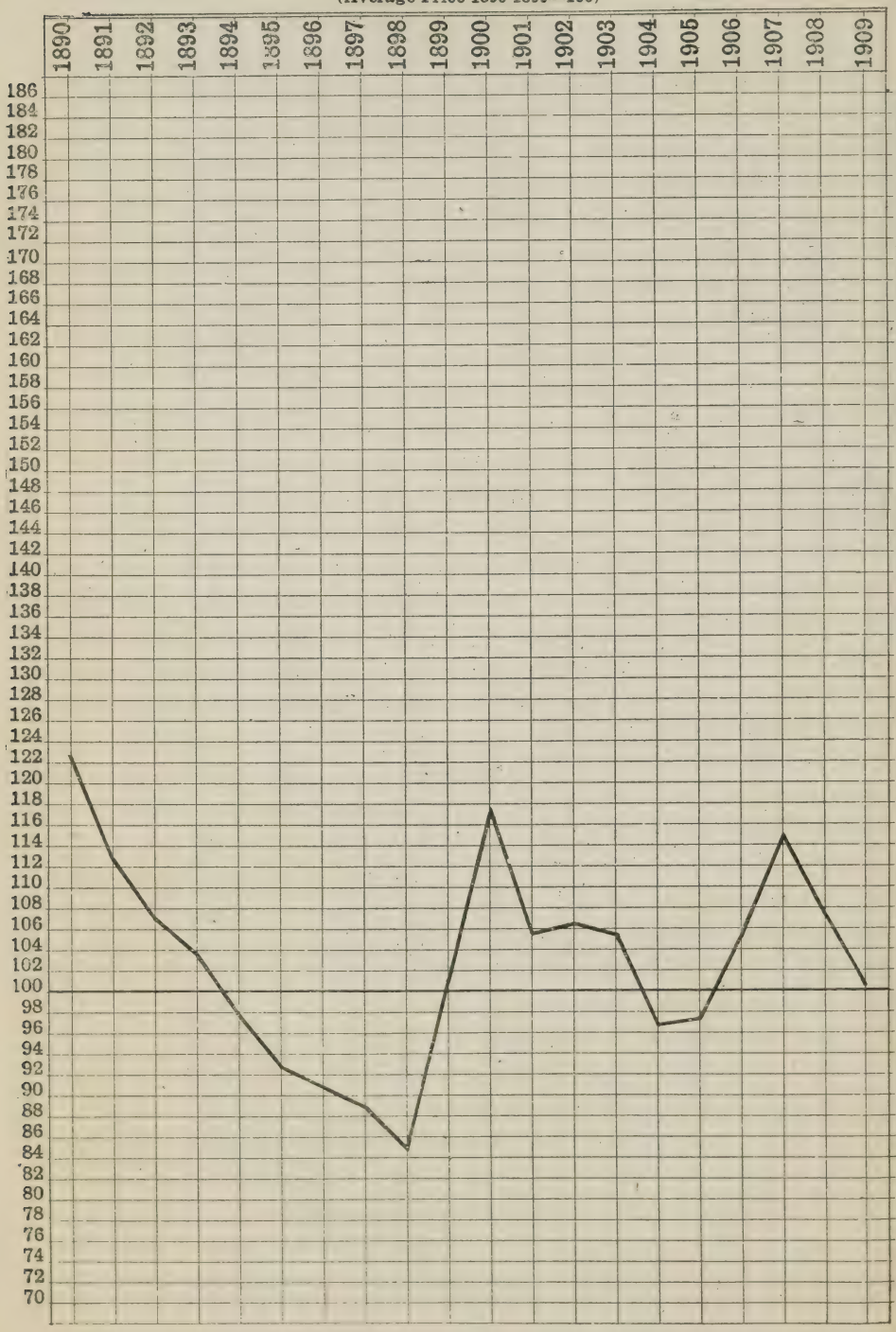


CHART SHOWING RELATIVE PRICES OF HOUSE FURNISHINGS, 1890-1909.

Commodities included: (1) Furniture—Kitchen Chairs; Kitchen Tables; Dining Tables; Sideboards; Bedroom Suites; and Iron Beds; (2) Crockery and Glassware: Glass Tumblers; White Cups and Saucers; Printed Dinner Sets; and Printed Toilet Sets; (3) Table Knives; Silver-plated Knives and Forks; and (4) Kitchen Furnishings: Pails; Tubs, and Brooms.

(Average Price 1890-1899=100)

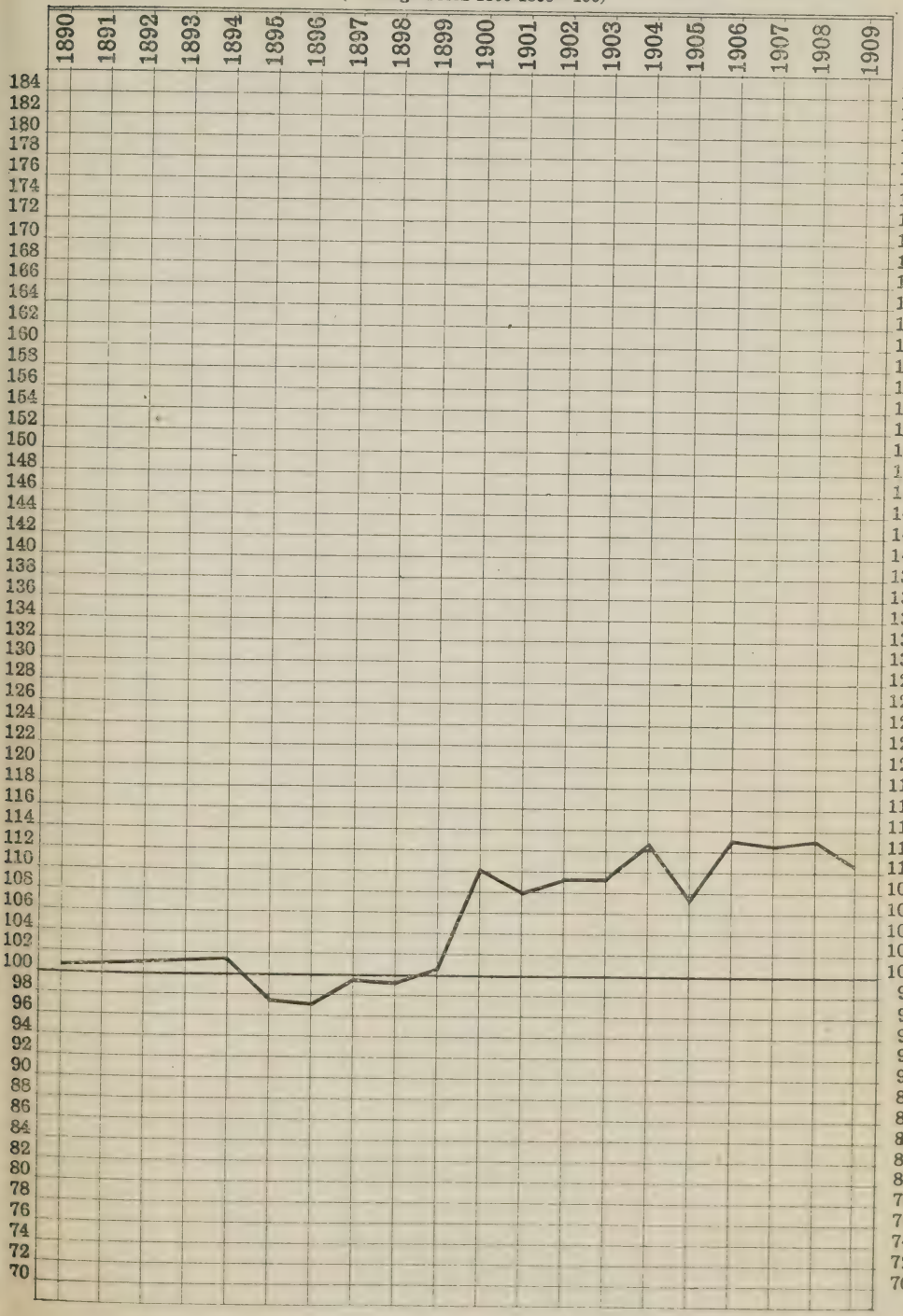


CHART SHOWING RELATIVE PRICES OF DRUGS AND CHEMICALS, 1890-1909.

Commodities included: Alcohol; Wood Alcohol; Alum; Bleaching Powder; Borax; Brimstone; Carbolic Acid; Caustic Soda; Copperas; Glycerine; Indigo; Muriatic Acid; Opium; Quinine; Soda Ash; Sulphuric Acid.

(Average Price 1890-1899=100)

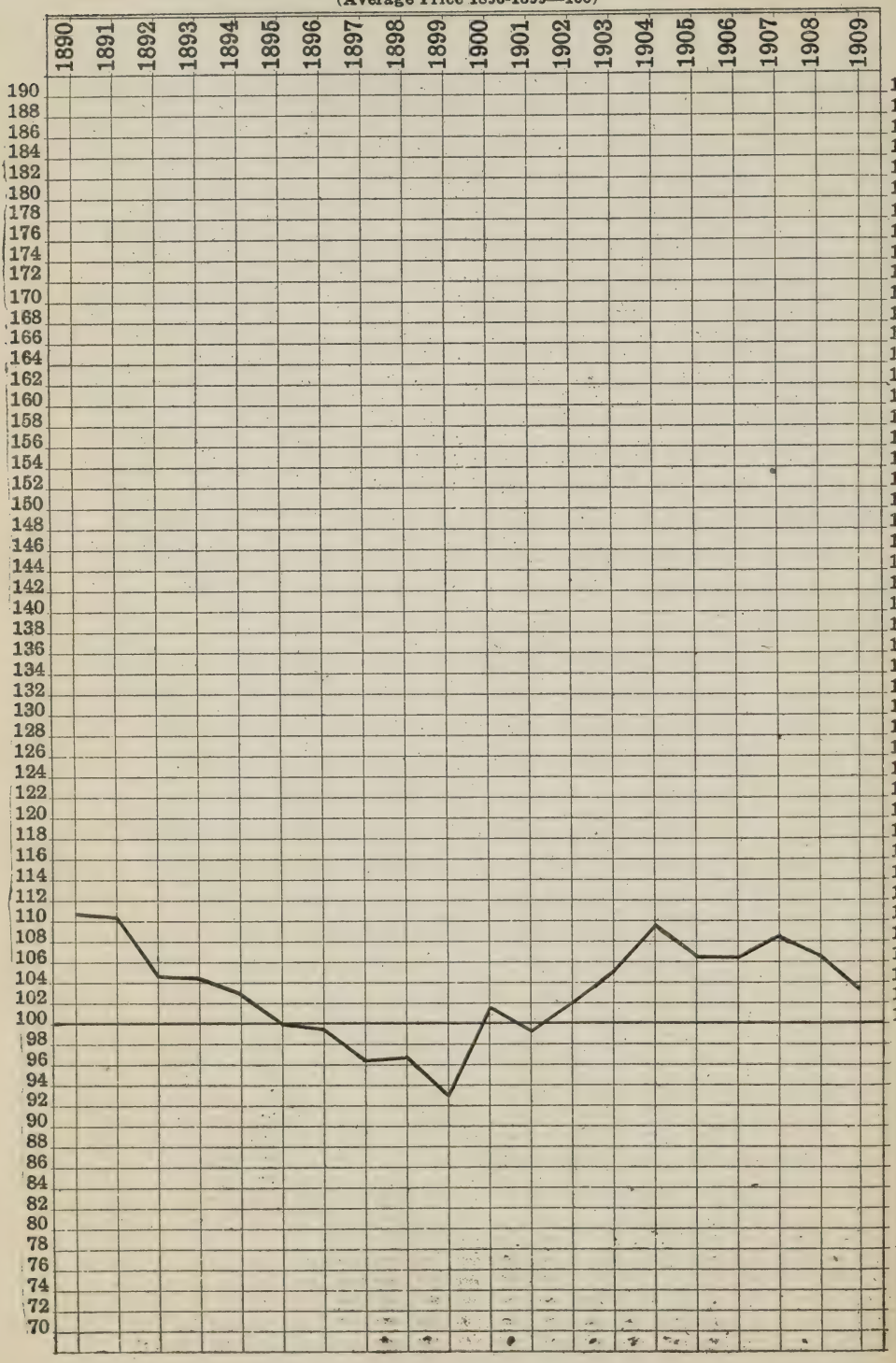
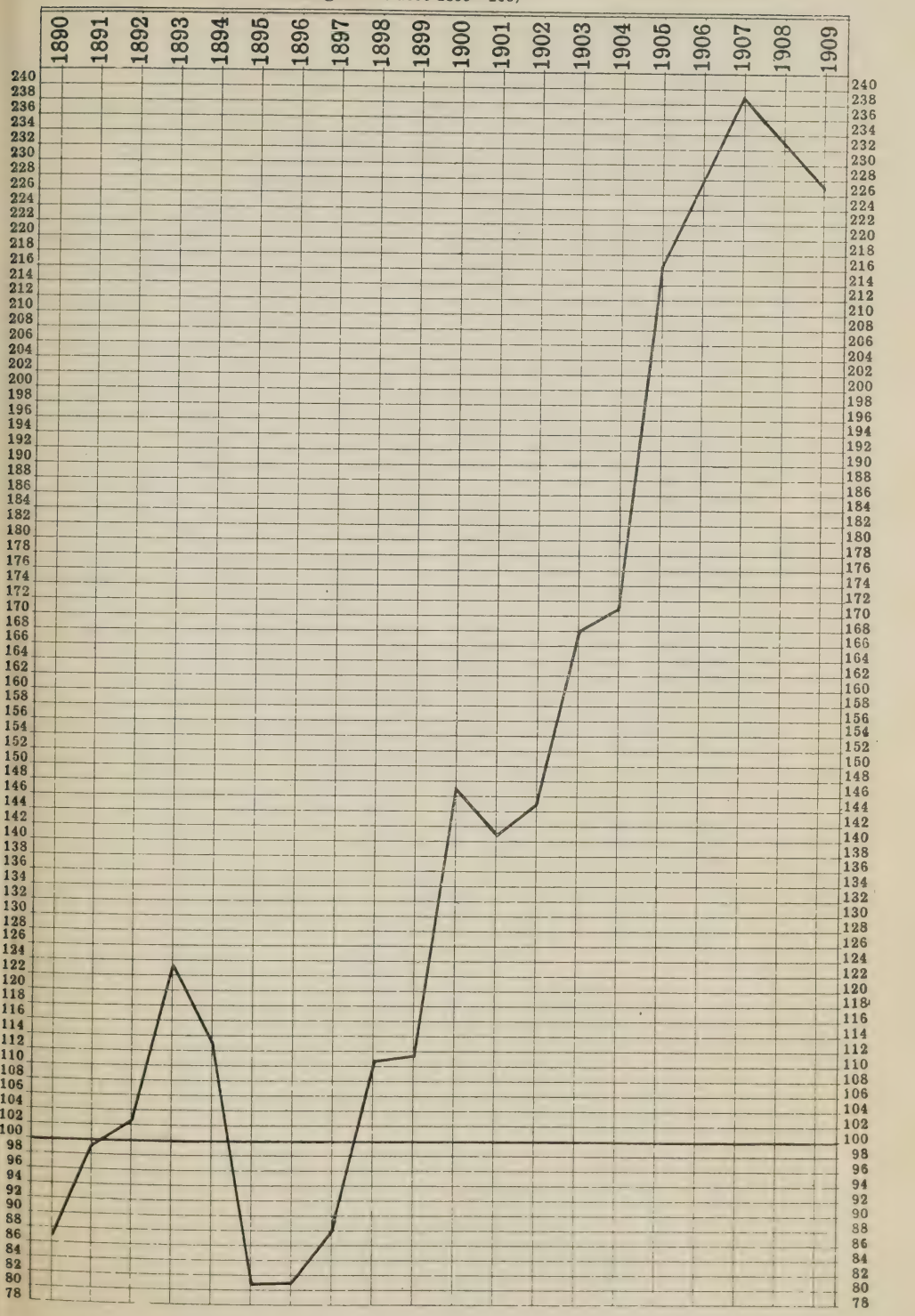


CHART SHOWING RELATIVE PRICES OF FURS, 1890-1909.
Commodities included: Mink; Muskrat; Raccoon; and Skunk.
(Average Price 1890-1899=100)



INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF JUNE, 1910.

DURING the month of June, two applications for the establishment of Boards of Conciliation and Investigation were received, as follows:—

1 From the commercial telegraphers employed on the lines of the Canadian Pacific Railway Company, the dispute affecting, it was stated, 500 male and 100 female employés.

2. From the brass workers employed in the Brass Shop of the Motive Power Department of the Grand Trunk Railway Company, in Montreal, Que., the number of employés affected being twenty-four.

Reports Received.

During the month of June reports were received in the case of three disputes, as follows:—

1. In the dispute between the Canadian Pacific Railway Company and its conductors, baggagemen, brakemen and yardmen. In this case a minority report was also received, bearing the signature of Mr. J. G. O'Donoghue.

2. In the dispute between the Grand Trunk Railway Company and its conductors, baggagemen, brakemen and yardmen. In this case a minority report was also received, bearing the signature of Mr. Wallace Nesbitt, K.C.

3. In the dispute between the Canadian Northern Railway Company and its carmen and steamfitters.

Other Proceedings Under the Act.

In the application of the commercial telegraphers employed by the Canadian Pacific Railway Company for the establishment of a Board of Conciliation and Investigation, it was stated that the dispute in question related to demands of the employés for improvement in wages and working conditions, as set forth in an accompanying schedule. The number of employés concerned was 600. A Board was established by the Minister of Labour in this matter, on June 25.

In the application of the brass workers employed by the Grand Trunk Railway Company in the Company's Motive Power Department, in Montreal, for the establishment of a Board of Conciliation and Investigation, it was stated that the dispute in question grew out of a demand on the part of the employés for a minimum rate of 30 cents per hour. The number of employés concerned was twenty-four. A Board was established by the Minister of Labour in this matter, on June 28.

I. REPORT OF BOARD IN DISPUTE BETWEEN THE CANADIAN PACIFIC RAILWAY COMPANY AND ITS EMPLOYÉS IN TRAIN AND YARD SERVICE.

THE Minister of Labour received on June 22, the report of the Board of Conciliation and Investigation, to which had been referred certain differences between the Canadian Pacific Railway Company and its conductors, baggagemen, brakemen and yardmen, members of the Order of Railway Conductors and of the Brotherhood of Railroad Trainmen, respectively; also a minority report bearing the signature of Mr. J. G. O'Donoghue, of Toronto, Ont., one of the members of the Board.

The differences in question arose out of a demand on the employés part for a new schedule of agreement providing for increased compensation and improved conditions of employment. The schedule of wages and hours as proposed by the employés was understood to correspond to demands made by these classes of employés upon the Grand Trunk Railway Company, the Toronto, Hamilton and Buffalo Railway Company, and the branch railways in the Eastern United States, for the establishment of what were

commonly referred to in the negotiation as uniform standard rates. The number of employés affected was declared, in the application, to be 4,360. Similar applications had been received, it will be remembered, in the cases of the Grand Trunk Railway Company and the Toronto Hamilton and Buffalo Railway Company, in connection with both of which also, Boards had been established.

The Board, which was appointed to investigate the present dispute, was composed of Mr. J. E. Atkinson, of Toronto, Ont., Chairman, who was appointed by the Minister, in the absence of any recommendation from the other members of the Board; Mr. Wallace Nesbitt, K.C., of Toronto, Ont., appointed on the recommendation of the employing Company; and Mr. J. G. O'Donoghue, of Toronto, Ont., appointed on the recommendation of the employés. The Board was convened in Montreal, on April 25, where a number of sittings were held and a number of witnesses examined. Sittings were held afterward in Toronto, where its work was concluded on June 21.

The Company was reprensented during the hearings by Mr. D. McNicoll, Vice-President, Mr. C. Murphy, General Superintendent Eastern Division Operating and Maintenance Department, and Mr. A. D MacTier, Assistant to Mr. McNicoll. The employés were represented by Mr. S. N. Berry, of Toronto, Ont., Vice-President of the Order of Railway Conductors; and Mr. James Murdock, of Toronto, Ont., Vice-President of the Brotherhood of Railroad Trainmen, and the General Chairman.

The report of the Board, as presented to the Minister, bore the signatures of Mr. J. E. Atkinson, of Toronto, Ont., Chairman, and Mr. Wallace Nesbitt, K.C., of Toronto, Ont.

In its report, the Board—a majority thereof—arrived at a finding which it recommended as a fair and reasonable basis for the settlement of the dispute. The finding in question dealt with the hours and rates of pay for employés in train and yard service, and also embodied the views of the Board on the various rules of service.

Mr. J. G. O'Donoghue, of Toronto, Ont., in his minority report expressed regret that he had found himself unable to agree with the majority of the Board as to the rates, etc., that should obtain between the Company and the men concerned in the present dispute. Mr. O'Donoghue further observed that he saw "no reason for differentiating between the Canadian Pacific Railway Company and other first-class roads in the eastern part of this continent". Mr. O'Donoghue embodied in his report the rates of pay and rules which, in his judgement, should be accepted by the Company and the employés concerned.

Upon receipt, on June 22, of the report and minority report in this matter, copies were immediately forwarded to the employing Company and the employés concerned, and at the close of the month of June it was understood that negotiations were still in progress between the parties interested.

Report of Board.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:—

The Board composed of the Honourable Wallace Nesbitt, K.C., Mr. J. G. O'Donoghue, and Mr. J. E. Atkinson, Chairman, met in Montreal on April 25.

The employés were represented by Mr. S. N. Berry, Toronto, Vice-President of the Order of Railway Conductors, and Mr. James Murdock, Toronto, Vice-President of the Brotherhood of Railroad Trainmen, and the General Chairman.

The Company was represented by Mr. D. McNicoll, Vice-President, Mr. C. Murphy, General Superintendent Eastern Division Operating and Maintenance Department, and Mr. A. D. MacTier, Assistant to Mr. McNicoll.

The Board continued to sit in Montreal and afterwards in Toronto with brief adjournments until June 21.

The Board—a majority thereof—arrived at the following finding which it recommends as a fair and reasonable basis for the settlement of the dispute as to rates of pay and rules. Where rules herein submitted were not adopted un-

animously, but by a majority, the names of the members composing the majority are in each case given.

Rates of Pay.

Passenger train service not otherwise herein specified:

Conductors,	2·60 cents, per mile.
Baggagemen,	1·50 cents, per mile.
Brakemen,	1·45 cents, per mile.

Exceptions, if any, to be specified by the Company, and to be agreed upon between the employés and the Company in a way consistent, and in harmony with the increases herein given.

Minimum allowances for passenger service:—

Conductors,	$4.05, per day.
Baggagemen,	2.33, per day.
Brakemen,	2.25, per day.

Exclusive of overtime, regular assigned passenger train employés who are ready for service the entire month, and who do not lay off on their own accord, shall receive the following minimum sums, exclusive of overtime for the calendar month:

Conductors,	$110.00.
Baggagemen,	66.00.
Brakemen,	61.60.

Ten hours or less, 155 miles or less, will constitute a day's work in passenger service, and will be paid for at the following rates: Conductors, 40 cents; baggagemen, 24 cents; brakemen, 23 cents, per hour. And overtime will be paid for, less than thirty minutes not to be counted, thirty minutes or over to be counted as an hour.

Through freight, mixed and all other trains to be paid as follows: Conductors, 3·55 cents, per mile; brakemen, 2·37 cents per mile; runs of 100 miles or less, either straight-away or turn-around, to be paid for as 100 miles, but the representatives of the Company and of the employés may agree upon certain instances in which an individual employé or a crew, not having made 100 miles, may make two or more short runs in continuous service without being entitled to 100 miles allowance for each such trip.

Way freight service to be paid as follows:—

Conductors, 3·90 cents, per mile; brakemen, 2·65 cents per mile, 100 miles or less to be paid for as 100 miles. Mileage in excess of 100 miles in any day will be paid for in addition *pro rata*; ten hours or less to constitute a day. Where regularly assigned crews, working less than the calendar working days of the month, are employed, they will be guaranteed not less than 100 miles for each calendar working day.

In all freight or mixed service, 100 miles or less, ten hours or less, to constitute a day's work; on runs of 100 miles or less overtime after ten hours. On runs of over 100 miles, overtime will be paid on a basis of speed of ten miles per hour. The working time of men to begin at time required to report for duty and do so report, and to continue until registered in at the end of the trip. Overtime to be paid for, at the rate of ten miles per hour, for class of service performed. Less than thirty minutes not to count, thirty minutes or over to be paid for as one hour.

Reductions in crews or increases in mileage in passenger service from assignments in effect, November 1, 1909, will not be made for the purpose of offsetting these increases in wages. This, however, is not to be understood as preventing readjustment of runs in short turn around and suburban service that are paid under minimum rules, for the purpose of avoiding payment of excess mileage or overtime that would accrue under these rules without reducing the number of crews.

Rules governing special or incidental services not provided for herein shall be arranged between the officers of the Company, and representatives of the employés upon the basis consistent and in harmony with the rates and rules herein awarded.

(*Sgd.*) J. E. ATKINSON,
(*Sgd.*) WALLACE NESBITT.

Rules.

Article One.—When mixed or through freight trains, handle way-freight, at five

or more stations, pick up or set out (a car or cars) at five or more stations, or make twelve or more switches en route, way-freight rates will be paid for the trip. —Chairman and Mr. O'Donoghue.

Article Two.—Rates for passenger and mixed trains include making up and setting away trains at terminals where yardmen are not on duty, provided monthly minimum mileage not exceeded.

Points on current time-table where one or more trains end, are terminal points for such trains. The meaning of "Terminal" in the foregoing article is understood to be the regular points between which crews regularly run; for instance, the terminal from which a branch line projects would be the terminal for the branch, but not necessarily for the section from which the branch line springs.—Unanimous.

Overtime will not be allowed for layover at home terminals. This not to conflict with Rule 24.—Chairman and Mr. Nesbitt.

Article Three. — Company's rule. — Unanimous.

Article Four. — Company's rule. — Chairman and Mr. Nesbitt.

Article Five. — Company's rule. — Unanimous.

Article Six.—Company's rule.—Chairman and Mr. Nesbitt.

Article Seven. — Company's rule. — Unanimous.

Article Eight.—Company's rule with the words "In the same class of service" inserted in the second line after the word "used".—Chairman and Mr. Nesbitt.

Article Nine. — Company's rule. — Chairman and Mr. Nesbitt.

Articles Ten, Eleven, Twelve.—Company's rules.—Unanimous.

Article Thirteen.—Trainmen will be paid for work or wreck train service en route when the time occupied at such work exceeds one hour, and the time so paid will not be included in computing overtime.—Unanimous.

Article Fourteen. — Company's rule with the following words added: "Trainmen running with light engine or engine and caboose will be paid full through freight rates."—Unanimous.

Article Fifteen.—Company's rule with the words "General Division" inserted in third line before the word "District," and the following words added at the end, "For all mileage over two hundred."—Unanimous.

Articles Sixteen and Seventeen.—Company's rules. Struck out and nothing substituted for them.

16—Chairman and Mr. O'Donoghue.

17—Unanimous.

Article Eighteen.—Company's rules, amending the rule as follows:—

"Trainmen acting as pilots will be paid conductor's through freight rate. When a pilot as defined in operating rules is required a competent man will be supplied in addition to the regular crew. A man unfamilar with physical characteristics of the road will not be required to go."—Unanimous.

Articles Nineteen and Twenty.—Company's rules.—Chairman and Mr. Nesbitt.

Article Twenty-one.—When unassigned crews are available and are run around at terminals, they will be paid 50 miles for each run around and stand first out run around as above will not be considered to exist if crews are called in turn and go out on the train ordered for. —Unanimous.

Articles Twenty-two and Twenty-three. —Company's rules.—Chairman and Mr. Nesbitt.

Article Twenty-four.—Passenger train employés on short turn around runs no single trip of which exceeds 80 miles including suburban service shall be paid overtime for all time actually on duty or held for duty in excess of eight hours computed on each run from the time required to report for duty to the end of that run within twelve consecutive hours; and also for all time in excess of twelve consecutive hours computed continuously from time first required to report to final release at end of last run. All other passenger train employés shall be paid for overtime on the basis of 15 miles per hour to be computed from the time the men are re-

quired to report for duty until released and separately for each part of a round trip run.—Chairman and Mr. O'Donoghue.

Article Twenty-five.—Company's rule struck out.

Article Twenty-six.—Company's rule. —Chairman and Mr. Nesbitt.

Article Twenty-seven. — Company's rule.—Unanimous.

Article Twenty-eight.—Company's rule, with the following words added:—

"Trainmen will not be required to do this work where section men are available.".—Unanimous.

Article Twenty-nine.—Trainmen held off on Company's business or on the Company's order will be paid schedule rates for time or mileage lost and reasonable expenses if away from home.—Unanimous.

Article Thirty. — Company's rule.—Unanimous.

Article Thirty-one.—Trainmen will not be compelled to ride in snow plows or flanger, but will be supplied with van or other suitable car properly equipped. —Unanimous.

Article Thirty-two.—Company's rule. —Unanimous.

Article Thirty-three. — Unless senior conductors desire otherwise, junior conductors, if competent, will be assigned to work-train service.—Unanimous.

Article Thirty-four.—When a deadhead crew is required the first crew out will be called to deadhead, and will hold its turn out at the distant terminal.—Unanimous.

Article Thirty-five.—Company's rule, with the hour in the third line changed to "four o'clock, a.m."—Chairman and Mr. Nesbitt.

Article Thirty-six. — For the Company's rule substitute article nineteen, of the Schedule of Rates and Rules of the Canadian Pacific Railway Company, Central and Western Divisions, in effect April 1, 1907.

(NOTE.—A list of exceptions to this rule is to be arranged between the Company and its employés.—Chairman and Mr. O'Donoghue.)

Article Thirty-seven.—Trainmen will be advised with reason and without unreasonable delay if mileage or time claimed is not allowed.—Unanimous.

Article Thirty-eight.—Company's rule, with the following words added: "Trainmen on regular runs will be allowed to go home Sundays, provided the train service they are employed on permits." —Unanimous.

Article Thirty-nine.—Through freight crews will be run first in first out of terminal points on their respective sections. —Unanimous.

Article Forty. — When unassigned crews are held at other than their home terminals longer than eighteen hours, exclusive of Sundays without being called for duty, they will be paid schedule through freight rates for each hour thereafter, time to be computed from the time crews go off duty until one hour before the departure of the train on which they resume duty. When men book rest of their own accord, the time booked will not be included.—Chairman and Mr. O'Donoghue.

Article Forty-one.—Company's rule.—Chairman and Mr. Nesbitt.

Article Forty-two. — Company's rule with these words inserted, after the word "case" in the fifth line, "and the evidence against them will be stated to them." Also with the words added in the eighth line after the word "Superintendent," "and higher officials.".—Unanimous.

Article Forty-three.—Company's rule with the word "practicable" changed to "possible".—Unanimous.

Article Forty-four.—Company's rule. —Unanimous.

Article Forty-five.—All passenger and mixed trains will have, at least, one train baggageman and one brakeman. All passenger trains of eight or more cars will have two brakemen and one baggageman, if there is a local baggage car on the train. One or two box-baggage or refrigerator cars to count as one car, and three or four as two cars.—Unanimous.

Article Forty-six.—One brakeman on

each freight or work train and one brakeman or baggageman on each passenger train must have, at least, six months' experience, and the same or another man be acquainted with the run. The conductor will not be required to take out an incompetent brakeman.—Chairman and Mr. Nesbitt.

Article Forty-seven.—Company's rule.—Unanimous.

Article Forty-eight.—Company's rule.—Chairman and Mr. Nesbitt.

Article Forty-nine.—Company's rule.—Unanimous.

Article Fifty.—Company's rule struck out and Men's rule forty-three substituted for it, the Men's rule being amended by striking out the words "and the first day of June."—Unanimous.

Article Fifty-one.—Men's rule forty-two with the following amendment:—

In the sixth line strike out " in writing". In the fifth line of the second paragraph insert after the word "will", "subject to the approval of the superintendent." In the third paragraph strike out "present schedule" and substitute "1906 rules." At the end of the third paragraph strike out the word "properly" before the word "belong."

In the fifth paragraph in the second line insert after the word "general" the word "superintendent." Insert in a proper place in the rule the following paragraphs:—

"The promotion of passenger brakemen shall be to passenger baggagemen, or to any run in passenger service to which their seniority as brakemen or baggagemen entitles them."

"Brakemen have no seniority standing during the first six months' service. They will then rank as brakemen from date entering service."—Unanimous.

Article Fifty-two.—Men's rule forty-one, with the words inserted in the sixth line after the word "districts", "provided they are competent."—Unanimous.

Article Fifty-three.—Company's rule.—(General order to issue about cleaning of the cars.)

Article Fifty-four.—Any question of interpretation which may arise will be adjusted by the General Chairman with the General Superintendent and then if necessary with the General Manager. But this is not to interfere with the present practice of the individual's right to make his own complaint.

Article Fifty-five.—This schedule of rates and rules for trainmen and yardmen will take effect May 1, 1910, and continue until terminated by thirty days' notice in writing.—Chairman and Mr. Nesbitt.

Additional Rules.—The following rules submitted by the men are adopted, and will be placed in their proper place in the new schedule.

Men's rule thirty-two, with the word "Refrigerator" inserted after the words "responsible for."—Unanimous.

Men's rule thirty-eight, with the word "freight" inserted in the first line after the words "to handle."—Chairman and Mr. O'Donoghue.

Yard Service.—"*A*".—Company's rule stands, except that twenty-nine is struck out and fifty (now forty-three of trainmen's rules) is inserted.—Chairman and Mr. Nesbitt.

"*B*", "*C*" and "*D*".—Company's rules adopted.—Chairman and Mr. Nesbitt.

"*E*".—Company's rule struck out and Men's rule "11" substituted with the following changed; "in writing" is struck out after "Advise of the reason" and the following words "subject to the approval of the Superintendent" are inserted after the words "Refusing promotion will."—Unanimous.

"*F*".—Company's rule, with the words "or by the Company's order" inserted after the word "Business".—Unanimous.

"*G*".—Men's rule, four.—Unanimous.

"*H*".—Company's rule.—Chairman and Mr. Nesbitt.

"*I*".—Company's rule struck out, the following substituted "Yardmen held off on Company's business or by the Company's order will be paid at schedule rates for time lost and reasonable expenses, if away from home. Yardmen working nights will not be called during the day for the purpose of investigation until they have at least, eight hours rest.—Unanimous.

"*J*".—Company's rule. — Chairman and Mr. Nesbitt.

"*K*".—Montreal and Toronto terminals; foremen, 35 cents, per hour; yardmen, 31 cents, per hour.

Ottawa, West St. John, London, Windsor, Quebec, Owen Sound, foremen, 33 cents, per hour; McAdam, Farnham, Smith's Falls, North Bay yardmen, 29 cents, per hour. All other yards: foremen, 31 cents, per hour, yardmen, 27 cents, per hour. Night work 2 cents an hour in addition.

Additional Rules.—Men's rule, seven, with the following words "Ready for service the entire month, and who do not lay off of their own accord" inserted after the words "Yard Service."—Unanimous.

Men's rule "Six".—Unanimous.

Men's rule "Fourteen" with the words struck out "Placed on the rear end of the train.".—Unanimous.

Men's rule "Fifteen" with the words struck out "As prescribed in rule No. eight" and the last sentence to read "Yardmen will be relieved in the yard where they commence work."—Unanimous.

Men's rule "Seventeen" with the works added "Where sufficient shed staff is employed or where weighmasters are employed."—Unanimous.

Men's rule "Twenty-two" with the words "Where two or more crews are employed" inserted after the words "Yard Office.".—Unanimous.

Men's rule "Twenty-five and Twenty-six."—Unanimous.

Men's rule "Twenty-seven.—Amended to read as follows:

"In the event of any difference of opinion as to the intent or application of any rule or rules, the question will be taken up directly by the General Chairman with the General Superintendent, and if necessary by the General Manager. This is not to interfere with the present practice of the individuals' right to make his own complaint.

(*Sgd.*) J. E. ATKINSON,
(*Sgd.*) WALLACE NESBITT.

Note.—In this finding the Board has not dealt with rates of pay for junior men with whom the Company is, therefore, free to deal as in the past, they not being members of the organizations.

(*Sgd.*) J. E. ATKINSON.

Telegram.

MONTREAL, QUE., 17 June, 1910.

J. E. Atkinson,
Editor, Toronto Star,
Toronto.

We wholly forgot to state at the close of the finding that it did not refer to junior men with whom the Company were, therefore, free to deal with as before, they not being in the organization. Please do this.

(*Sgd.*) WALLACE NESBITT.

Minority Report.

The text of the minority report of Mr. J. G. O'Donoghue is as follows :—

I regret that we have not been able to bring the parties together in this matter, and that I have not been able to agree with the majority of the Board as to the rates, etc., that should obtain as between the Canadian Pacific Railway Company and the men concerned.

I see no reason for differentiating between the Canadian Pacific Railway Company and other first-class roads in the eastern part of this continent.

In my view the following rates and rules should be put in force in the Canadian Pacific Railway Company:—

Article A. — On runs of 155 miles per day or over, the rates of pay on passenger trains, in steam or electric service will be at the following rates per mile:—

Conductors	2·68 cents.
Baggagemen	1.55 cents.
Brakemen.	1.50 cents.

Article B.—On runs of less than 155 miles per day the minimum allowances for passenger train employés in both steam and electric service for each day used exclusive of overtime shall be:—

Conductors	$4.20 per day.
Baggagemen	2.75 "
Brakemen	2.55 "

Regularly assigned passenger train employés, who are ready for service the entire month, and who do not lay off on their own accord, shall receive the following minimum sums, exclusive of overtime, for the calendar month:—

Conductors	$125.00
Baggagemen	75.00
Brakemen	70.00.

Article C.—Passenger train employés on short turn-around runs, no single trip of which exceeds 80 miles, including suburban and branch line service and all work incident to such service, shall be paid overtime for all time actually on duty or held for duty in excess of eight hours (computed on each run from the time required to report for duty to end of that run) within twelve consecutive hours, and also for all time in excess of twelve consecutive hours computed continuously from time to time, first required to report to final release at end of last run. All other passenger train employés shall be paid for overtime on the basis of 20 miles per hour, computed from the time required to report for duty until released, and separately for each part of a round trip run.

Overtime in passenger train service shall be computed for each empolyé on the basis of actual overtime worked or held for duty, and at the following rates:—

Conductors	42	cents per hour.
Baggagemen	25	"
Brakemen	24	"

Article E.—Reductions in crews or increases of mileage in passenger train service, from assignments in effect Nov. 1, 1909, shall not be made for the purpose of off-setting the above increases in wages. This, however, is not to be understood as preventing readjustment of runs in short-turn around branch and suburban service, that are paid under minimum rules, for the purpose of avoiding payment of excess mileage or overtime that would accrue under these rules, without reducing the number of crews.

Article F.—Through and irregular freight service to be paid as follows:—

Conductors,	$3.63	per mile.
Brakemen,	2.42	"

Runs of 100 miles or less, either straight way or turn-around, to be paid as 100 miles.

Article G.—Local freight, pick-up and drop service to be paid as follows:—

Conductors,	$3.97½	cents per mile.
Brakemen	2.70	cents "

One hundred miles or less, to be paid for as 100 miles.

Article H.—In all freight and mixed train service 100 miles or less, in ten hours or less, shall constitute a day's work. On runs of 100 miles or less, overtime shall be paid for time in excess of ten hours, and of runs of over 100 miles, overtime shall be paid for that time used in excess of the time necessary to complete the trip at an average speed of 10 miles per hour. The working time of men shall begin at the time they are required to report for duty, and do so report, and shall continue until they are relieved from duty at end of run. Overtime shall be computed for each employé on the basis of actual overtime worked, or held for duty, and shall be paid for at the rate of 10 miles per hour for the class of service performed.

Article I.—Work, construction, snow plough or wrecking train service to be paid through freight rates, 100 miles or less, ten hours or less, to constitute a day's work; overtime pro rata.

Article N.—Yard Rates.—At West St. John, Montreal, Ottawa and Toronto, terminals, McAdam, Farnham, Smith's Falls, London, Windsor, and North Bay, yardmen will receive the following rates:—

Day Conductors	37	cents per hour.
Night "	39	cents "
Day Brakeman	34	cents "
Night "	36	cents "

At all other yards, yardmen will be paid as follows:—

Day conductors	36	cents per hour.
Night "	38	cents "
Day Brakemen.	33	cents "
Night "	35	cents "

Ten hours or less to constitute a day's work. Overtime computed for each employé on the basis of actual time worked or held for duty pro rata.

In addition to the rules mentioned in the Chairman's report as having been agreed to unanimously, I would add—and as substitutes for these to which only the Chairman and Mr. Nesbitt agree—I would substitute the following:

Article Four.—In cases where crews are assigned to runs a portion of which is passenger and the balance mixed or freight, through freight mileage rates will apply for entire service.

Article Six.—Passenger trainmen will not be required to do extra work other than their regular trips on their assigned runs except in cases where no other crews are available. When so used they will be paid through freight rates. (This rule covers Articles 6 and 8 of the Company's rules).

Article Nineteen. — Through freight rates will be paid for all time occupied in switching at terminals and turn-around points. The full crew shalll be used. This rule shall apply to the making up or setting away of trains.

Article Twenty.—Trainmen called for duty and not required will be paid through freight rates, with a minimum of 30 miles, and will stand first out. Trainmen held for duty and not used will be paid for all time or mileage lost.

Article Twenty-two.—(a) Trainmen in through freight service will be paid for not less than equivalent to 2,600 miles at through freight rates in any one month. This will not apply to spare men. When necessary to reduce the number of crews it will be done in the order of seniority, commencing with the junior men. This will not prevent crews from making as many miles as they are consistently able to make provided they take the proper rest. The spare brakemen's list will be so regulated that the men can make reasonable average monthly pay.

(b) When trainmen are detained at terminals for any reason after train arrival at the yard limits, for instance, on account of being blocked or facilities not being such that train can be put away without delay; baggagemen being held in their cars on account of baggage delivery being delayed; brakemen held to take the engine to shop track, etc. In all such cases as specified above men will be allowed overtime rate per class of train for all time so detained irrespective of mileage made for the trip. (This also covers the Company's Article 48).

Article Twenty-three.—For train service performed in or between yards of terminals trainmen will be paid overtime rates per hour for time occupied.

Article Twenty-six.—Time or mileage made in doubling or assisting other trains will be paid for at schedule rates per class of train and such time will not be deducted when computing overtime.

Article Thirty-five.—Train crews will not be required to handle way-freight at night or on Sunday. The hours for starting way-freight trains will be from 4 a.m. to 12 noon. Trainmen will not be required to unload way-freight at terminals when way-cars can be placed at shed or on delivery track.

Article Forty-one.—Crews will not be required to abandon their vans while en route between terminals or when being moved from one to the next sectional terminal for freight service or when handling colonist or emigrant extras. The intent of the rule will also apply to additional sections of regular trains not handling sleeping or dining cars but handling the class of passengers usually travelling on colonist or emigrant.

Article Forty-six.—One brakeman on each train must have at least six months' experience and the same or another man be acquainted with the road over which the train is to be moved. A conductor will not be required to take out an incompetent brakeman.

Article Fifty-five.—This schedule of rates and rules for trainmen and yardmen will take effect April 1, 1910, and continue until terminated by thirty day's notice in writing by either side.

I should also add the following rules in addition to those in the majority report:—

Trainmen will not be compelled to handle express, and if required to handle mail it will be sorted and placed in car.

Trainmen will not be required to use the telephone or telegraphone for the purpose of receiving or transmitting train orders except in case of wrecks, washouts or snow blockades. All train orders except those that may be required as per above exceptions, will be delivered in the usual way in writing and as per operating rules to the conductor.

All baggage cars in service will be equipped with the chains, extra brasses, wedges, pail of dope, extra knuckles, pins, and extra hose necessary for the safe and proper operation of the train, Car inspectors will see that baggage cars are properly equipped as above before cars leave terminal, but this will not relieve trainmen from knowing that the necessary equipment has been supplied.

Freight trains handling five or more heated cars, seven or more coaches or three and five combined, between the months of November and March, will be allotted a man to attend to the heaters, who will be held accountable for regulating the temperature of the cars.

The same increases as given in freight service shall be given in mixed and all other freight service. In all classes of freight, mixed, helper or other freight service not over ten hours will be required for a day's work. Overtime after ten hours pro rata rates.

The adoption of the foregoing rates and rules shall not operate to reduce rates or allowances now existing in passenger, freight, yard, mixed, work train or other service.

Yard Service.—I would substitute the following for Articles, A, C, D, H, and J, of the majority report:—

A.—Articles 14, 15, 27, 29, 37, 42, 43, 47, 50 in trainmen's schedule will apply to yardmen. Article 55 as recommended by me shall also apply.

C.—Where conditions will permit the established time for day and night yardmen to start work shall be 7 a.m. and 7 p.m. respectively. Yardmen started at other times than between 6 a.m. and 8 a.m. will be paid night rates.

D.—Yardmen shall be allowed one hour for meals between the hours of 11.30 a.m. and 1 p.m., and between the hours of 11.30 p.m. and 1 a.m., but if required to work the meal hour or any part thereof they shall be paid for the hour in addition to the minimum day and be allowed thirty minutes under pay for meal. Yardmen will not be required to work longer than six hours without being allowed thirty minutes for lunch.

H.—Regular or spare yardmen required to act as switchmen or switch tenders will be paid yardmen's rates and no man entrusted with the care of switches over which trains or cars are moved will be paid less than 20 cents per hour.

J.—Yardmen will not be required to couple or uncouple hose bags in yards where carmen are employed.

And I would make the following additions:—

Yardmen deadheading on freight or passenger trains will be paid for such service at full rates for the class in which they are regularly engaged.

Yardmen who have worked one trick or more will not be required to continue on duty or accept further duty during the rest period. The men will be judges of their own condition and as to their ability to accept further service.

Yardmen will not be required to work with engines not properly equipped with automatic couplers, grab iron and foot boards on both ends or with engines from which the steam is leaking or blowing so that it interferes with the exchange of signals.

When for any reason the time claimed by time slip is not allowed or if the time slips are not made out correctly they will be promptly returned and the reasons given therefor.

A yard crew shall consist of not less than one foreman and two helpers.

This schedule or rates and rules for yard service will take effect April 1, 1910, and continue until terminated by thirty days' notice in writing from either party.

The above schedules for trainmen and yardmen shall apply to the Kingston & Pembroke Railway.

(Sgd.) J. G. O'DONOGHUE.

Toronto, June 21, 1910.

II.—REPORT OF BOARD IN DISPUTE BETWEEN THE GRAND TRUNK RAILWAY COMPANY AND ITS EMPLOYÉS IN TRAIN AND YARD SERVICE.

THE Minister of Labour received on June 22, the report of the Board of Conciliation and Investigation, to which had been referred certain differences between the Grand Trunk Railway Company and its conductors, baggagemen, brakemen and yardmen, members of the Order of Railway Conductors and the Brotherhood of Railroad Trainmen, respectively; also a minority report in this matter bearing the signature of Mr. Wallace Nesbitt, K.C., of Toronto, one of the members of the Board.

The difference in question grew out of a demand on the part of the employés for a new schedule of agreement providing for increased compensation and improved conditions of employment. The schedule of wages and hours, as proposed by the employés was understood to correspond to demands made by these classes of employés upon the Canadian Pacific Railway Company, the Toronto, Hamilton and Buffalo Railway Company, and the branch railways in the eastern United States for the establishment of what were commonly referred to in the negotiations as uniform standard rates. The number of employés affected in this dispute was given, in the application, as 3,017. The Board was one of three established to adjust differences with railway companies in Canada, the other Boards established being in the cases of the Canadian Pacific Railway Company and the Toronto, Hamilton and Buffalo Railway Company, respectively.

The Board in this case was composed of Mr. J. E. Atkinson, of Toronto, Ont., Chairman, who was appointed by the Minister, in the absence of any recommendation from the other members of the Board; Mr. Wallace Nesbitt, K.C., of Toronto, Ont., appointed on the recommendation of the employing Company; and Mr. J. G. O'Donoghue, of Toronto, Ont., appointed on the recommendation of the employés. The Board assembled in Montreal, on May 25, where a number of witnesses were heard, and continued its sittings in Toronto where its work was concluded on June 21.

The Company was represented during the hearings by Mr. E. H. Fitzhugh, First Vice-President, and Mr. W. G. Brownlee, General Transportation Manager. The employés were represented by Mr. S. N. Berry, of Toronto, Ont., Vice-President, the Order of Railway Conductors, and Mr. James Murdock, of Toronto, Ont., Vice-President, the Brotherhood of Railroad Trainmen, and the General Chairman.

The report of the Board as presented to the Minister, bore the signatures of Mr. J. E. Atkinson, of Toronto, Ont., Chairman, and Mr. J. G. O'Donoghue, of Toronto, Ont.

In its report the Board—a majority thereof—expressed the opinion "that the men are justified in asking that roads in the same territory should standardize their rates of pay and their rules in so far as they may deal with like general conditions of service.

"To enable the standardization of rates of pay on the Grand Trunk Railway to be carried out, the Board recommends that the Company should extend its adoption of the mileage basis of pay to cover not only its through freight service, as in the past, but also (1) its passenger services (except for such a list of specified runs as may be agreed upon between the Company and its employés); (2) its way-freight service; and (3) its mixed and all other train services. Also that whatever rates of pay may be adopted should be applied to all divisions of the railway in in the eastern territory.

"The Board believes that the rates of pay upon the Grand Trunk Railway Company should be brought up to the standard paid on roads in the same territory. But inasmuch as to do this at once would place upon the Company a heavy increase of its wage list, the Board recommends that standardization should be reached by two increases. It is the opinion of the Board that the first in-

crease should be made to take effect May 1, 1910. Regarding the date of the second increase the Chairman and Mr. O'Donoghue do not agree. Mr. O'Donoghue's opinion is that the men and the Company should meet together to arrange a date when the completion of the standardization of rates should take effect. The Chairman, however, would give to the Company a longer time in which to complete the standardization than Mr. O'Donoghue thinks would be either fair to the men or necessary for the Company."

The Board appended to its report schedule of rates of pay which it believe would afford to the employés concerned a substantial part of the difference between present rates and the standard rates which had been demanded, "and by so doing will constitute a measure of justice to the men". The Board also included in its report its recommendations in respect of the rules which should obtain between the Grand Trunk Railway Company and its employés in train and yard service.

In his minority report, Mr. Wallace Nesbitt observed that there seemed to be no possibility of conciliation in this matter, as the parties were absolutely apart on principle. In his view, the only remedy was for the parties concerned to submit their differences to some person whose decision would govern, or to three parties, the majority to govern. Continuing, Mr. Nesbitt said: "The men frankly stated when they made their demand for the standardization for rates of pay, that it embraced some forty-five roads. The rate of pay was determined on by the Eastern Association, having, as I understand, its headquarters at Chicago, and claims the same rate of pay from the Grand Trunk Railway Company as from any of the great trunk lines in the United States, some of which have over five times the gross earnings per mile from operation as that of the Grand Trunk Railway Company, and owing to better grades, curves, etc., have about one-half the cost per ton per mile as the Grand Trunk Railway Company." Mr. Nesbitt also dealt with the employés demand that railways should adopt the same basis of payment, namely, payment by the mile, whether for passenger, through freight, or way-freight service. In this respect, Mr. Nesbitt was of opinion that the system of fixed runs prevailing on the Grand Trunk Railway Company was preferable. As regards the remuneration of the Company's employés in train and yard service, Mr. Nesbitt proposed that an increase of fifteen per cent. should be made in the present rates of pay all over the sysetm. In conclusion, Mr. Nesbitt said, "The claim made by the men that no option is left to them but to obey the orders received from Chicago to demand precisely the same rate of wages all over the Grand Trunk Railway Company as is paid by the eastern roads of the United States, would mean that the road could not operate, and would mean just so many men who are now getting employment not getting employment. It is no part of my business, sitting on this Board, to discuss public questions, but, in meeting after meeting, the spokesman for the men has stated that there was no use of the Board attempting to conciliate; the men would not abate one jot or tittle of their demands; that when they first made the claim they made it under instructions from Chicago, and I merely draw attention to the fact to suggest that this is a situation as if the railways of France had to take orders from Berlin as to their methods and cost of operation. Put in that light, is seems like a national danger, but that seems to be the situation in this country at the present time."

Upon receipt, on June 22, of the report and minority report in this matter, copies were immediately forwarded to the employing Company and the employés concerned, and at the close of the month of June, it was understood that negotiations were still in progress between the parties interested.

Report of Board.

The text of the findings of the Board of Conciliation and Investigation in this matter, is as follows:—

The Board composed of the Hon. Wallace Nesbitt, K.C., Mr. J. G. O'Donoghue, and Mr. J. E. Atkinson, Chairman, met on the twenty-fifth day of May, 1910, at ten o'clock, in Montreal, and having taken the oath of office, proceeded with the reference. On behalf of the trainmen there were present Mr. S. N. Berry, Toronto, Vice-President, The Order of Railway Conductors, and Mr. James Murdock, Toronto,, Vice-President The Brotherhood of Railroad Trainmen, and the General Chairman. The representatives of the Company were Mr. E. H. Fitzhugh, first Vice-President, and Mr. W. G. Brownlee, General Transportation Manager. The sittings of the Board were continued in Montreal and afterwards in Toronto, and were concluded on the twenty-first day of June.

The following is the finding of the Board:—

The Board—a majority thereof—is of the opinion that the men are justified in asking that roads in the same territory should standardize their rates of pay and their rules also so far as they may deal with like general conditions of service.

To enable the standardization of rates of pay on the Grand Trunk Railway to be carried out the Board recommends that the Company should extend its adoption of the mileage basis of pay to cover not only its through freight service as in the past, but also (1) Its passenger services (except for such a list of specified runs as may be agreed upon between the Company and its employés), (2) Its way freight service, and (3) Its mixed and all other train services. Also that whatever rates of pay may be adopted should be applied to all divisions of the railway in the Eastern territory.

The Board believes that the rates of pay upon the Grand Trunk should be brought up to the standard paid on roads in the same territory. But inasmuch as to do this at once would place upon the Company a heavy increase of its wage list, the Board recommends that standardization should be reached by two increases. It is the opinion of the Board that the first increase should be made to take effect May 1, 1910. Regarding the date of the second increase the Chairman and Mr. O'Donoghue do not agree. Mr. O'Donoghue's opinion is that the men and the Company should meet together to arrange a date when the completion of the standardization of rates should take effect. The Chairman, however, would give to the Company a longer time in which to complete the standardization than Mr. O'Donoghue thinks would be either fair to the men or necessary for the Company.

The Board from the information presented, believes that the adoption of the following rates of pay will give to the employés of the road a substantial part of the difference between present rates and the standard, and by so doing will constitute a measure of justice to the men:—

Rates of Pay.

A. Passenger train service both steam and electric not otherwise herein specified;

Conductors	2·458 cents	per mile.
Baggagemen	1·408 cents	"
Brakemen. .	1·361 cents	"

exceptions if any to be specified by the Company and to be agreed upon between the employés and the Company in a way consistent and in harmony with the increases herein given.

B. Minimum allowances for passenger service both steam and electric;

Conductors	$3.81	per day.
Baggagemen	2.18	"
Brakemen	2.11	"

exclusive of overtime. Regular assigned passenger train employés who are ready for service the entire month and who do not lay off of their own accord shall receive the following minimum sums

exclusive of overtime for the calendar month;

Conductors	$101.00.
Baggagemen	58.00.
Brakemen	56.00.

C. Passenger train employés on short turn around runs no single trip of which exceeds 80 miles including suburban and branch line service, and all work incident to such service, shall be paid overtime for all time actually on duty or held for duty in excess of eight hours (computed on each run from the time required to report for duty to the end of that run) within twelve consecutive hours; and also for all time in excess of twelve consecutive hours computed continuously from time first required to report to final release at end of last run. All other passenger train employés shall be paid for overtime on the basis of—(see note below)—miles per hour to be computed from the time the men are required to report for duty until released and separately for each part of a round trip run.

Overtime in passenger train service shall be computed for each employé on the basis of actual overtime worked or held for duty and at the following rates:—Conductors, 38 cents per hour, baggagemen, 22 cents per hour, and brakemen, 21 cents per hour.

(NOTE.—With reference to article "C" there is a difference of opinion between the Chairman and Mr. O'Donoghue. The former would insert 15 miles as the speed basis and the latter 20 miles.)

D. Through freight, mixed, and all other trains including work, construction and wreck train service, to be paid as follows: Conductors, 3·36 cents per mile; brakemen, 2·225 cents per mile; runs of 100 miles or less, either straight-away or turn-around, to be paid for as 100 miles, but the representatives of the Company and of the employés may agree upon certain instances in which an individual employé or a crew not having made 100 miles may make two or more short runs in continuous service without being entitled to 100 milles allowance for each such trip.

E. Way-freight service to be paid as follows:—

Conductors, 3·687 cents per mile; brakemen, 2·487 cents per mile; 100 miles or less to be paid for in addition pro rata; ten hours or less to constitute a day. Where regularly assigned crews working less than the calendar working days of the month are employed, they will be guaranteed not less than 100 miles for each calendar working day.

F. In all freight, mixed, work, construction and wreck train serivce 100 miles or less, ten hours or less, to constitute a day's work; on runs of 100 miles or less overtime after ten hours. On runs of over 100 miles, overtime will be paid on a basis of speed of 10 miles per hour. The working time of men to begin at time required to report for duty, and do so report, and to continue until registered in at the end of the trip. Overtime to be paid for at the rate of 10 miles per hour for class of service performed. Less than thirty minutes not to count, thirty minutes or over to be paid for as one hour.

G. Reductions in crews or increases in mileage in passenger service from assignments in effect November 1, 1909, will not be made for the purpose of offsetting these increases in wages. This, however, is not to be understood as preventing readjustment of runs in short turn-around and suburban services that are paid under minimum rules, for the purpose of avoiding payment of excess mileage or overtime that would accrue under these rules without reducing the number of crews.

H. Rules governing special or incidental services not provided for herein shall be arranged between the officers of the Company and the representatives of the employés upon a basis consistent and in harmony with the rates and rules herein awarded.

Rules.

1. When mixed or through freight trains handle way freight at five or more stations, pick up or set out (a car or cars) at five or more stations, or make twelve or more switches en route, way freight rates will be paid for the trip.

2. Rates for passenger and mixed trains include making up and setting away trains at terminals where yardmen are not on duty, provided monthly mileage not exceeded.

Points on current time-table where one or more trains end are terminal points for such trains. The meaning of Terminal in this article is understood to be the regular points between which crews regularly run; for instance, the terminal from which a branch line projects would be the terminal for the branch, but not necessarily for the section from which the branch line springs.

Overtime will not be allowed for layover at home terminals. This not to conflict with article "C" above.

3. Constructive mileage will be allowed freight trains as follows:—

Between Brockville and Belleville 100 miles.

Between Richmond and Point Levis 100 miles.

Between Mimico and Fort Erie 100 miles.

4. Crews assigned to mixed train runs or to runs a portion of which is passenger and the balance mixed or freight or both will be paid mileage rate for each class of train with a minimum of 3,000 miles per month at mixed train rate.—(Mr. O'Donoghue would insert Men's Rule.)

5. Freight trainmen running passenger trains will be paid through freight rates, except when relieving regular passenger trainmen, when they will be paid the passenger rates of the men relieved.

6. Passenger trainmen making extra mileage on other than their assigned runs will be paid through freight rates, except when turned between section terminal points, in which case they will be paid their passenger rates.—(Mr. O'Donoghue would insert Men's Rule.)

7. (a) Mileage will be paid for when trainmen are run more than one mile off main line.

(b) Track mileage will be paid for plowing or flanging sideings.

8. Crews making less than equivalent to minimum mileage on assigned runs may be used in the same class of service on their own sections to the extent of making up to such mileage. Crews making minimum mileage will not be compelled to do extra running except as provided for in Rule 6.—(Mr. O'Donoghue would insert Men's Rule.)

9. Trainmen held on trains laid up between terminals will be paid actual mileage made and overtime rate per hour for the first ten hours, with a maximum of 100 miles for each twenty-four hours so held.—(Mr. O'Donoghue would insert Men's Rule.)

10. Trainmen while assigned to work train service will be paid 10 miles per hour from hour ordered until laid up, less time taken for meals, with a minimum of ten hours for each working day, exclusive of overtime previously earned.

11. When work trains run 40 miles or more to or from working limits, through freight rates will be paid for such mileage, and work trains rates while at work.

12. Trainmen on wrecking trains will be paid mileage to and from working limits and work train rates while at work.

13. Trainmen will be paid for work or wreck train service en route when the time occupied at such work exceeds one hour, and the time so paid will not be included in computing overtime.

14. Trainmen deadheading will be paid same mileage and rate as the corresponding men on trains on which they travel. Trainmen running with light engine or engine and caboose will be paid full through freight rates.

15. Trainmen travelling passenger will be paid same rate as corresponding men on trains on which they travel except when transferred from one general division to another and distances over 200 miles, when they will be paid one half passenger rates for all mileage over 200.

16. Trainmen acting as pilots will be paid conductor's through freight rate. When a pilot, as defined in operating rules, is required, a competent man will be supplied in addition to the regular crew. A man unfamiliar with the physical characteristics of the road will not be required to go.

17. When trainmen come on duty and are not required they will be paid through freight rates, with a minimum of 30 miles, and will stand first out. Trainmen held for duty and not used and their vans have been sent out will be paid for not less than 100 miles.—(Mr. O'Donoghue would insert Men's Rule.)

18. When unassigned crews are available and are run around at terminals they will be paid 50 miles for each run around and stand first out; Run around as above will not be considered to exist if crews are called in turn and go out on the train ordered for.

19. Trainmen held at terminal point for train service after train has been registered in, will be paid at overtime rates for time so held.—(Mr. O'Donoghue would substitute Men's Rule.)

20. For train service performed in or between yards at terminals trainmen will be paid overtime rates per hour.—(Mr. O'Donoghue would substitute Men's Rule.)

21. Time or mileage made doubling or assisting other trains will be paid for at through freight rates.—(Mr. O'Donoghue would substitute Men's Rule.)

22. Trainmen while shovelling coal for tenders en route will be paid 30 cents per hour and this time will not be deducted in computing overtime. Trainmen will not be required to do this work when sectionmen are available.

23. Trainmen attending court, coroner's inquest, or other legal case for the Company, shall receive one day's pay for each twenty-four hours and, if away from home, reasonable expenses in addition. The court, witness and mileage fees shall be assigned to the Company.

24. Brakemen relieving yardmen will be paid yardmen's rates.

25. Trainmen will not be compelled to ride in snow-plows or flanger, but will be supplied with van or other suitable car properly equipped.

26. Trainmen assigned to work train service will not be considered absent from time work is through Saturday night until starting hour Monday, unless notified before laid up Saturday that they will be required.

Trainmen will be allowed to go home Sundays if train service permits and absence will not interfere with work service.

27. Unless senior conductors desire otherwise junior conductors, if competent, will be assigned to work train service.

28. When a number of crews are deadheaded, the crew which stands first out shall run the train and the other crews deadheaded shall stand in the order in which they started. In case one of the crews is required between terminals the last crew out shall be held. Returning these crews will come out of terminals in the order in which their cabooses arrived, regardless of the order of the conductors.

29. The Company will arrange their way-freight service to avoid the handling of shed freight at night and on Sundays. Trains leaving terminals between four o'clock a.m., and noon will not be considered night trains.—(Mr. O'Donoghue would substitute Men's Rule.)

30. NOTE.—The Board recommends the adoption of a rule similar to rule nineteen of the schedule of rules of the Canadian Pacific Railway, Central and Western Divisions, in effect April 1, 1907, in so far as that rule is applicable to this road with a list of exceptions to be arranged between the Company and its employés.

31. Trainmen will be advised with the reason, and without unreasonable delay, if mileage or time claimed is not allowed.

32. Trainmen assigned to regular runs will not be considered absent from duty after arrival at terminals, but if called for service will be given their turn out with unassigned crews. Trainmen on regular runs will be allowed to go home Sundays provided the train service they are employed on permits.

33. Through freight crews will be run first in first out of terminal points on their respective sections.

34. When unassigned crews are held at other than their home terminals, longer than eighteen hours exclusive of Sundays, without being called for duty, they will be paid schedule through freight rates for each hour thereafter, time to be computed from the time crews go off duty until one hour before the departure of the train on which they resume duty. When men book rest of their own accord, the time booked will not be included.

35. Employés leaving the service of the Company for any cause will be given a service letter stating time of service.

36. If a trainman be taken off his run for any cause, he shall be given a hearing, at which time he shall have the right to have another trainman of his own selection appear and speak for him, and shall have the right to appeal from the decision of the local to the general officers of the Company. Should no decision be rendered within fifteen days, he shall receive his regular pay until the decision is arrived at. The accused party, if he so desires, shall be allowed to see all evidence produced against him.

37. Freight crews to be called, as nearly as possible, two hours before trains are ordered to leave. Trainmen to sign book showing time called.

38. One brakeman on each freight or work train and one brakeman or baggageman on each passenger train must have, at least, six months' experience, and the same or another man be acquainted with the run. The conductor will not be required to take out an incompetent brakeman.—(Mr. O'Donoghue would substitute Men's Rule.)

39. Trainmen who have been on duty twelve hours or more will not be called again if they have booked rest on arrival, the men to be judges of their own condition, and not less than six hours rest to be booked at any terminal except in extreme cases.

40. The number of crews shall be as far as possible adjusted in order that unassigned through freight crews in the service three years or more shall have an opportunity to make at least 2,600 miles, per month.—(Mr.O'Donoghue would substitute Men's Rule.)

41. When the business of the Company requires temporary transfer of men from one district or division to another, the competent junior men in the service shall be transferred, and hold their seniority in the districts to which they belong.

42. Superintendents will prepare separate seniority lists for each promotion district or territory, and will have them posted on the first day of January in each year. Said list will be posted in conspicuous places at all terminal registering points and employés whose standing is incorrectly shown must protest in writing within the life of each seniority list or no action will thereafter be taken.

43. Promotion in each promotion district or territory will be made according to the seniority of men in that district or territory, and will be governed by merit, fitness and ability. Men not promoted in their turn will be advised the reason. The promotion of conductors will be to any run in either freight, mixed or passenger service to which their seniority as a conductor entitles them, and in the event of a conductor refusing to accept any particular run to which he is entitled, he will lose his rights to that run until it again becomes vacant, but will otherwise retain his seniority standing. Permanent vacancies or new runs created will be bulletined for ten days and given to the senior qualified man applying therefor. In the event of a reduction of crews the junior men will be reduced.

Senior freight brakemen will be required to pass their examination as conductor in turn. Brakemen refusing promotion to conductors, or failing to qualify within thirty days of day set for their examination, will subject to the approval of the Superintendent, thereafter rank junior as conductor to the men promoted in their place.

The promotion of passenger brakemen shall be to the passenger baggagemen, or to any run in passenger service to which their seniority as brakemen or baggagemen entitled them.

Promotion for freight brakemen will be to any run in either freight or mixed service to which their seniority as brakemen entitled them, and in the event of a

brakeman refusing to accept any particular run that his seniority entitles him to, he will lose his rights to that run until it becomes vacant, but will otherwise retain his seniority standing. Permanent vacancies, or new runs created, will be bulletined for ten days, and given to the senior qualified man applying therefor. In the event of a reduction in staff, the junior men will be reduced. Where the promotion to any mixed run has been made from the passenger service previous to the existing schedule, the men will remain on such run and take their promotion to passenger service, but in the event of any vacancy occurring on those runs in future, it will be filled from the freight service. Runs changed under the present schedule from freight to passenger promotion will be placed back in the class to which they belong.

Brakemen have no seniority standing during the first six months' service. They will then rank as brakemen from date entering service.

Promotion to runs extending over more than one division will be divided and assigned between such divisions as nearly as possible on a mileage basis.

In the event of a transfer of existing lines from one General Superintendent's division to another, trainmen affected will have the choice of being transferred according to seniority. The men transferred will rank with those in the promotion district to which they transfer according to the dates from which they rank as conductor, baggageman or brakemen respectively, but no man will be reduced unless the number of crews employed is reduced.

44. At terminals where car inspectors are employed, they shall couple and uncouple hose and test air brakes, but this does not relieve train crews from seeing that their train is in proper condition.

45. Trainmen will not be held responsible for refrigerator cars in their trains found to contain freight when such cars are billed as empty from stations having a station staff.

46. Any question of interpretation of this schedule which may arise will be adjusted by the General Chairman with the General Superintendent, and then if necessary with the General Manager. But this is not to interfere with the present practice of the individual's right to make his own complaint.

47. This schedule of rules and rates for trainmen and yardmen will take effect May 1, 1910, and continue until terminated by thirty days' notice in writing.

Rates of Pay.

YARD SERVICE.

EAST OF DETROIT AND ST. CLAIR RIVERS.

	Foreman per hour.	Helper. per hour.
Portland, Montreal Terminals, Toronto Terminals, Hamilton London, Sarnia Tunnel, Stratford, Windsor, Niagara Falls, Fort Erie, Ottawa.....	$.34	$.30
Island Pond, Richmond, Brockville, Belleville Allandale, Palmerston St. Thomas, Coteau Junction, Depot Harbour.....	.33	.29
All other yards.....	$.31	$.27

Night rate 2 cents an hour additional.

NOTE.—So far as "All other yards" are concerned Mr. O'Donoghue would make the rates of pay 32 cents and 28 cents.

WEST OF DETROIT AND ST. CLAIR RIVERS.

	Foreman per hour.	Helper, per hour.
Detroit.....	$.35	$.31
Port Huron, Durand, Battle Creek and Nichels.....	.34	.30
All other yards.....	.32	.28

Night rate 2 cents an hour additional.

NOTE.—So far as "all other yards" are concerned Mr. O'Donoghue would make the rates of pay 33 cents and 29 cents.

Rules.

1. Rules 14, 15, 23, 31, 35, 36, 39, 42, 47 and 48 in trainmen's schedule will apply to yardmen.

2. Ten hours will constitute a day's work; five hours or less a half day; over five hours a full day. After ten hours overtime will be paid at schedule rates per hour. Less than thirty-five minutes will not be counted. For thirty-five minutes, or over one hour will be allowed.

3. Crews will be allowed one hour in which to take their meals between the fifth and seventh hours on duty. If only thirty minutes are given the men will be paid for the meal hour.

4. The promotion of yardmen in their respective yards will be according to seniority of the men in that yard, and will be governed by merit, fitness and ability. Men not promoted in their turn will be advised of the reason. Any yardman failing to qualify for, or refusing promotion will, subject to the approval of the Superintendent, thereafter rank junior to the man promoted in his place for that position only, but will otherwise retain his seniority standing. Permanant vacancies or new jobs created will be advertised for ten days and given to the senior qualified man applying therefor. In the appointment of yardmasters or assistant yardmasters the oldest qualified yardman will be considered.

In the event of a yard being abolished, the men in such yard will be assimilated with the men in other yards on the Superintendent's district ranking according to seniority from the time of entering the service. When a new yard is created yardmen on the Superintendent's district will be given preference to positions in that yard in accordance with seniority in their respective classes.

5. Yardmen will not be required to go outside of yard terminals except for switching service and yard crews whose work takes them outside of a switching terminal will receive yardmen's rates.

6. Yardmen required to do other than their regular work during regular hours will be paid regular yard rates.—(Mr. O'Donoghue would substitute Men's Rule.)

7. Yardmen working nights will not be called during the day for the purpose of investigation until they have had, at least, eight hours rest.

8. Yardmen will not be compelled to couple or uncouple hose bags on passenger cars in yards where carmen are available.—(Mr. O'Donoghue would substitute Men's Rule.)

9. Unassigned yardmen called for duty and not used will be paid for three hours and stand first out.

10. Yard crews in transfer service will be furnished with a properly equipped van or caboose.

11. The working time of yardmen will commence at the time required to report for duty, and will continue until they are relieved from duty at the end of the day's work, excepting the time taken for meals. Yardmen will be relieved in the yard where they commence work.

12. Yardmen will not be required to handle way-freight or act as weigh-masters in weighing cars where sufficient shed staff is employed or where weight masters are employed.

13. A bulletin will be kept in each yard office where two or more crews are employed on which assigned yardmen and extra yardmen will be registered.

14. In filling vacancies or positions as switch tenders, preference will be given to yardmen disabled in the service of the Company, whose disabilities are not such as to unfit them for the service.

15. No privilege heretofore enjoyed by yardmen shall be abrogated by reason of this agreement.

NOTE: Mr. O'Donoghue would add Men's Rules, 3, 7 and 10 to Yard rules.

NOTE: *Re* Trainmen's Schedule. Mr. O'Donoghue would add the rules on page six of his minority report in the Canadian Pacific Railway case.

(*Sgd.*) J. G. O'DONOGHUE,
J. E. ATKINSON.

Minority Report.

The text of the minority report of Mr. Wallace Nesbitt, K.C., is as follows:—

In this matter there seems to be no possibility of conciliation. The parties are absolutely apart on principle and both present their case with clearness. In my view the only remedy is for the parties to submit their differences to some person whose decison will govern, or to three parties, the majority to govern. The men frankly stated when they made their demand for the standardization for rates of pay that it embraced some fifty-five roads. The rate of pay was determined on by the Eastern Association, having, as I understand, its headquarters at Chicago, and claims the same rate of pay from the Grand Trunk Railway as from any of the great trunk lines in the United States, some of which have over five times the gross earnings per mile from operation as that of the Grand Trunk, and owing to better grades, curves, etc., have about one-half the cost per ton per mile as the Grand Trunk.

The men also demand that the roads shall adopt the same basis of payment, that is, payment by the mile, whether it is in passenger, or through freight or way-freight service.

The original instructions from the Executive Committee contained the statement: "If a compromise proposition is offered by the Company no settlement should be made by any Committee unless authorized by the grand officers"; which I think properly describes the attitude throughout in this matter. In other words, hitherto although the men belonged to an international organization, each body of employés through their proper committees, as I understand, had authority to deal with the Company to settle the rate of pay for the employment and the rules which should govern the employment. In this case the authorities at Chicago have insisted upon themselves dealing with the matter.

The Grand Trunk officers say that payment by the mile in passenger, mixed and way-freight service adopted on their system would be quite unworkable, as many of the small side lines necessarily have little mileage, during the month as compared with the mileage made on the long runs over the double track system. The Grand Trunk system has been operated for a great many years by what are called "specified runs," that is, the men are getting so much per month. They know precisely what the wage is and precisely what their work is. Under the other system a man's earnings per month are dependent entirely upon what work he gets to do, and some of the work that he performs he performs much more easily and quickly than on other parts of the system, and if you pay so much per mile quite irrespective of whether a man can make a run quickly and easily or slowly and with difficulty it seems to me that a great injustice is likely to result.

In the case of fixed runs between definite points, involving a definite number of hours per day and days per week, my personal view is that a fixed monthly wage is the fair and proper way of dealing with it. However, it is the method under which the road has been operated for nearly fifty years, and so far as I know without any real ground of complaint, and if I were one of the men myself I should much prefer to know what my wage was as a definite, fixed thing per month, so that I could gauge my finances accordingly, than to have it an uncertain and variable quantity, dependent upon the number of miles that I run, etc., etc.

After hearing all the evidence and the discussions pro and con, my view would be to add to the present rates of pay, all over the system, so far as the trainmen are concerned, fifteen per cent. This gives in a number of instances over $120 per month to a conductor, and I do not know of an instance where a conductor would get less than $80 per month even in out-of-the-way branch lines, where there is very little business and where there is very little traffic, and I am satisfied that his yearly income would be a good deal larger than ninety-five per cent. of the community in which he is serving.

In the case of through freight, I would increase the rate which is now 2·90 to 3·20

a mile; in other words an advance of 30 cents a 100 miles for conductors.

I would make the same relative increase to baggagemen and brakemen as I have suggested in the case of conductors.

In the case of yardmen, I would make the same proportionate relative increases of fifteen per cent. as in the case of specified runs.

The rules which now prevail upon the Grand Trunk are said by all parties to be well and fairly administered and no grievances under them were pointed out, but it was claimed by the men that they ought to have their duties more clearly defined by rule. I have over and over again expressed my view that multiplicity of rules leads to inefficiency in service. It is the modern craze for continually tinkering with statutes and passing laws. If the service is well administered and no hardships are complained of, the fewer rules, to my mind, the better. I think they only serve to create grievances, and for a certain type of mind to study them over and to find something justifying refusal to perform his ordinary work, or at least to argue about whether it is his work or some other person's in the employment.

The claim made by the men that no option is left to them but to obey the orders received from Chicago to demand precisely the same rate of wages all over the Grand Trunk as is paid by the eastern roads of the United States, would mean that the road could not operate, and would mean just so many men who are now getting employment not getting employment.

It is no part of my business, sitting on this Board, to discuss public questions, but in meeting after meeting, the spokesman for the men has stated that there was no use of the Board attempting to conciliate; the men would not abate one jot or tittle of their demands; that when they first made the claim they made it under instructions from Chicago, and I merely draw attention to the fact to suggest that this is a situation as if the railways of France had to take orders from Berlin as to their methods and cost of operation. Put in that light, it seems like a national danger but that seems to be the situation in this country at the present time.

(*Signed*) WALLACE NESBITT

III. REPORT OF BOARD IN DISPUTE BETWEEN THE CANADIAN NORTHERN RAILWAY COMPANY AND ITS CARMEN AND STEAMFITTERS.

THE Minister received, on June 28, the unanimous report of the Board of Conciliation and Investigation, to which had been referred certain differences between the Canadian Northern Railway Company and its carmen and steamfitters, members of the Carmen's Union and Plumbers', Gas and Steamfitters' Union No. 479, respectively.

The differences in question related to a demand on the part of the employés concerned for a separate schedule with the Canadian Northern Railway Company, for increased wages and for shorter working hours.

Mr. David H. Cooper, of Winnipeg, Man., and Mr. Philip C. Locke, of Winnipeg, Man., were appointed members of the Board on behalf of the Company and the employés, respectively; and on the joint recommendation of the foregoing the Board was completed by the appointment of Mr. Wm. E. Macara, of Winnipeg, Man., as Chairman.

In the report of the Board, it was stated that during the course of the sittings and after considerable evidence had been taken by the Board, it was suggested by the Board that the Company and the men get together and endeavour to eliminate as many as possible of the differences between them. This was done, with the result, that all points in dispute, with the exception of four, were settled; the four points being: (1) the question of wages; (2) the matter of hours for relay men; (3) the matter of overtime rates for shop men; and (4) the matter of a separate schedule for steamfitters. A schedule of agreement was

attached to the report of the Board; and the recommendations of the Board were as follows:—

"(1) That the Schedule hereto annexed, marked 'A,' shall be the rate of wages and working rules and regulations of the carmen and steamfitters of the Canadian Northern Railway Company.

"(2) That the request of the steamfitters for a separate schedule be granted."

In conclusion, the Board expressed its appreciation of the extremely pleasant manner in which the meetings were conducted between the Company and the men; and stated: "The case for both parties was most ably and concisely set out and there was, so far as the Board could see, absolutely no friction between the parties. Both the Company and the men spared no effort in order to give the Board the very fullest information on the matters in dispute, and the workings of a railroad corporation in the branches affected."

Report of Board.

The text of the findings of the Board of Conciliation and Investigation, in this matter, is as follows:—

To the Honourable,
The Minister of Labour,
Ottawa, Ontario.

HONOURABLE SIR,—

In the matter of the disputes between the carmen of the Canadian Northern Railway system and the Canadian Northern Railway Company, and the steamfitters of the Canadian Northern System and the Canadian Northern Railway Company, referred on the sixteenth day of May, A.D., 1910, under the provisions of the Industrial Disputes Investigation Act, to a Board of Conciliation and Investigation consisting of David H. Cooper, Esquire, representing the Canadian Northern Railway Company, Philip C. Locke, Esquire, representing the men and W. E. Macara, Chairman.

During the course of the sittings and after considerable evidence was taken by the Board it was suggested by the Board that the Company and the men get together and endeavour to eliminate as many as possible of the differences between them; and after several lengthy discussions, all points in dispute between the men and the Company were, with the assistance of the Board, settled, except four, which the Board were unable to get the parties together on, and on which they now beg to report, their findings being unanimous.

These four points were:—

1. The question of wages;
2. The matter of hours for relay men;
3. The matter of overtime rates for shop men;
4. The matter of a separate schedule for steamfitters.

The Board recommends as follows:—

1. That the schedule hereto annexed, marked "A" shall be the rate of wages and working rules and regulations of the carmen and steamfitters of the Canadian Northern Railway Company.

2. That the request of the steamfitters for a separate schedule be granted.

In conclusion, the Board wish to express to the Department, their appreciation of the extremely pleasant manner in which the meetings were conducted between the Company and the men. The case for both parties was most ably and concisely set out and there was, so far as the Board could see, absolutely no friction between the parties. Both the Company and the men spared no effort in order to give the Board the very fullest information on the matters in dispute and the workings of a railroad corporation in the branches affected. Through the courtesy of Mr. S. J. Hungerford, the mechanical superintendent of the Company, the Board were enabled to go through the shops with a view of ascertaining the class of work done by the men concerned, and Mr. Hungerford and also Mr. Sweetman and Mr. Fisher, two of the men's representatives, gave the Board most valuable assistance during the visit to the shops in the way of explaining the working of the various machines and the work done by the various mechanics.

Dated at Winnipeg, Manitoba, this twenty-fourth day of June, A.D., 1910.

(Sgd.) W. E. MACARA,
Chairman.

D. H. COOPER,
For Can. Nor. R'y. Co.

PHILIP C. LOCKE,
For the men.

Canadian Northern Railway.

Mechanical Department.

On and after May 1, 1910, the following rules and rates will govern carmen and steamfitters in all shops, roundhouses and repair yards.

ARTICLE I.

CLAUSE A.

Car inspectors, repairers, oilers, air brake testers, cleaners, ice men, lamp and gas men, and other employés who work in relays day and nights in traffic yards, will be considered relay men. Foremen will only assign as many men to this class, as, in their opinion, are necessary for the proper operation of trains.

All others employed in connection with car work, whether working in shops or repair yards, will be considered shop men.

Workinghouse for shop men.

CLAUSE B.

Nine hours will constitute a day's work. The working hours will be from 7 k. to 17 k. with one hour off for dinner from 12 k. to 13 k.; except from April 1 to October 1, when the hours will be from 7 k. to 17.30 k. the first five days of the week with one hour off for dinner between 12 k. and 13 k. and from 7. k. to 12 k. on Saturdays.

CLAUSE C.

Night hours in back shops will be from 19 k. to 6.30 k. with one half hour between 24.30 k. and 1 k. for supper; five nights per week, for which twelve hours per night will be allowed.

CLAUSE D.

In roundhouses nine hours will constitute a day's work; hours to be worked between 7 k. and 18 k.

Night hours in roundhouses shall be from 19 k. to 24.30 k. and from 1 k. to 6 k., for which eleven hours shall be allowed.

CLAUSE E.

Carmen working in roundhouses will be governed by roundhouse hours.

Working hours for relay men.

CLAUSE F.

Relay men as per clause A, Article I, unless otherwise arranged by the Company, will be from 7 k. to 19 k. for day work and 19 k. to 7 k. for night work, with one hour off for meals.

ARTICLE II.

Overtime rates for shop men.

CLAUSE A.

Overtime rates will be as follows:—From the close of schedule shop hours to 24 k. time and one half; after 24 k. double time. Sundays and all Dominion holidays, including New Year's Day, Good Friday, Victoria Day, Dominion Day, Labour Day, Thanksgiving Day and Christmas Day, will be paid at the rate of time and one half; should any of the above mentioned holidays fall upon Sunday the day observed by the Federal Government or Provincial Government will be observed. Men will not be laid off during regular working hours to equalize overtime made.

No call to work overtime will be paid less than five hours straight time.

Men on road repair cars will be paid straight time during schedule working hours while on road, whether waiting, travelling or working, also overtime at

usual rates, if worked. No time will be allowed while waiting or travelling after schedule hours. Seventy-five cents per day will be allowed while on the road for expenses.

Such men to work on repair tracks when not required on road.

CLAUSE B.

Hours between 12 k. and 13 k. will be considered overtime.

CLAUSE C.

Overtime rates for relay men.

Overtime will be paid at the rate of time and one half after working hours arranged as per Clause F, Article I.

When relay men are called out to attend trains within three hours after regular working hours, they shall be paid not less than one hour straight time; if beyond three hours, two and one half hours straight time.

CLAUSE D.

For both shop and relay men.

Night men called out during the day will receive the same consideration in regard to overtime as day men called out at night.

Men who while working are told to continue to work after shop hours, or who are told to come back and work overtime, commencing not over one hour after shop hours, will not be considered to have been called out.

ARTICLE III.

Employés called for wrecks will receive pay from the time called for, or from the time of registration. Straight time will be allowed when travelling to or from wrecks, except on Sundays or specified holidays, and time and a half when working at wrecks, or when in charge of wrecked engines. No time will be allowed when laid up for rest.

ARTICLE IV.

Employés sent out on the road temporarily to work will be allowed shop rates during the first twenty-four hours and straight time thereafter, except on Sundays and specified holidays, when time and one half will be allowed. When it is necessary to transfer employés to roundhouses or other shops they will receive one day's time for each day of travelling and reasonable expenses until they arrive at their destination. Receipt to be attached to expense voucher.

ARTICLE V.

When reduction of expenses is necessary, before reducing the force the time will be reduced to at least eight hours per day, five days per week in main shops; men who have families depending on them for support shall be given preference; seniority and proficiency to govern. When force is again increased or when vacancies occur, men who have been laid off will be given preference of employment, if available, provided services are satisfactory; men laid off at one point will be transferred to another in preference to hiring new men.

Men who have not been continuously in the service more than six months may be laid off when reduction is necessary before reducing hours.

ARTICLE VI.

Employés having grievances, either specific or of a general nature, may present the case to the proper officer. If investigation is desired, the aggrieved party, or another employé representing him, may, during working hours, arrange with his foreman for same; investigation to be held within forty-eight hours after such application, and in case a satisfactory adjustment cannot be made the case may be referred to the next highest officer of the Department until the Manager is approached. If after investigation the employé is found blameless he will be paid for all time lost.

ARTICLE VII.

CLAUSE A.

Leave of absence and free transportation will be granted to employés to go before the management.

CLAUSE B.

No employé representing his fellow workmen will be discriminated against.

ARTICLE VIII.

Employés leaving the service for any cause will receive their wages in full within forty-eight hours and clearance papers as soon as possible.

ARTICLE IX.

Employés will be granted leave of absence and passes or reduced rates in accordance with the current general regulations of the Company.

ARTICLE X.

Leading hands are those, who while working themselves, also direct and supervise the work of others, and are paid by the hour. They will receive not less than 2 cents above the minimum rate.

ARTICLE XI.

Employés required to do superior work will be paid at the rate for such superior work after the seventh day, but should they be required to do such work for two weeks or over they will be paid from the time they start on such work.

ARTICLE XII.

Apprentices out of their time will be paid the minimum rate for journeymen, and after six months the maximum rate, provided their services are satisfactory.

ARTICLE XIII.

Carmen required to furnish and regularly use carpenter's tools will be classed as freight carpenters.

ARTICLE XIV.

All pipe work on locomotives and coaches, whether new or repairs, shall be done by steamfitters, when there is sufficient work to warrant their employment.

ARTICLE XV.

CLAUSE A.

Boys serving an apprenticeship to learn the trade shall be designated apprentices. Any boy hereafter engaging himself to learn the trade shall be over sixteen years and under twenty-one years of age, must serve not less than five years, must be able to read and write English and know the first four rules of arithmetic.

The number of apprentices shall be one for the shop and one for every five mechanics employed.

CLAUSE B.

Apprentices, who having served one year, in the opinion of the shop foreman, show no aptitude for acquiring the trade, will be transferred or dismissed, and all obligations accepted by the Company will of necessity, be forfeited.

ARTICLE XVI.

Rates of pay shall be as follows:—

	Port Arthur to Humboldt	Humboldt and West (including Humboldt).
Air brake testor	26½	28½
Air brake cleaner	26	28
Air brake triple testor	27½	29½
Air brake triple testor, Winnipeg only	29	
Bench carpenter, coach shop	34½	36½
Carpenter, coach and locomotive	33	35
Carpenter, freight	28½	30½
Car stripper and trimmer	25	27
Car inspector	26½	28½
Car repairer and oiler	25	27
Car heat and lampman	23	25
Car cleaner and washer	21½	23½
Cleaner for painter	21	23
Cleaner brass, coach shop	22	24
Driller, freight shop	23	25
Leading pipe fitter	35½	37½
Pipe fitter	33½	35½
Pipe machine man	23½	25½
Pipe fitters' helper	21½	23½
Wood machinist	33	35
Wood machinists' helper	21½	23½
Locksmith	30	32
Painter ldg., coach and tender	34½	36½
Painter, coach and locomotive	33	35
Painter, freight	26½	28½
Painter, brush hand	23	25
Painters' helper	21	23
Saw filer	32	34
Tinsmith, leading	34½	36½
Tinsmith	33	35
Tinsmiths' helper	21½	23½
Truck repairer, leading	31½	33½
Truck repairers, coach and tender (shop)	26	28
Truck repairers, coach and tender (yard)	25½	27½

Upholsterer	33	35
Coal and ice men	21½	23½
Operator of paint gun	25	27
APPRENTICES' RATES.		
First year	11	13
Second year	13	15
Third year	15	17
Fourth year	18	20
Fifth year	22	24

This schedule will be effective from May 1, 1910, and will remain in force for one year, and from year to year thereafter unless thirty days' notice in writing is given by either party concerned; such notice to be given thirty days previous to the first of May in any year.

STRIKE IN BUILDING TRADES AT REGINA—SETTLEMENT EFFECTED BY MEDIATION OF THE DEPUTY MINISTER OF LABOUR.

ON May 21 the Department received the following telegraphed message from Mr. B. Simmons, Secretary of the Federated Building Trades Council of Regina, Sask.:—

REGINA, SASK., May 21, 1910.

DEPUTY MINISTER OF LABOUR,
Ottawa.

Sir,—

All building trades in Regina have been on strike now for three weeks. Have tried to meet employés three times; received no satisfaction. Federal Building Trades Council request you to come and use your influence to bring employés and employers together to discuss terms.

Yours respectfully,

B. SIMMONS.

Inquiry on the part of the Department elicited the further information that the disputes concerned forty firms and almost 275 men, the secretary of the Building Trades Council stating in a message, to the Department, on May 23, that the demands of the employés had been submitted in January, that the men had tried "to meet the employers twice in April, and once since disputes commenced, May 1."

By the Minister's direction, the Deputy Minister of Labour, Mr. F. A. Acland, left for Regina on May 26.

The inquiries of the Deputy Minister showed that the demands of the men were for schedules giving increased wages to carpenters, plumbers, electricians, painters and plasterers, all which were members of the local building trades council, and for the closed shop for the same trades. The men had preferred these claims in January to individual contractors, but had received no reply. The trade involving the largest number of men was that of carpentry; and in this case, also, the claim for increase was largest, the old rate being 35 cents per hour, and the demand being for a minimum of 45 cents. The painters made no demand for increase; they had been working under an agreement when the strike occurred, and the strike on their part was sympathetic, based on the view that all the trades included in the Federated Building Trades Council must act in common. The strike commenced about May 1.

The building season was in full swing at the time of the dispute, and the strike caused considerable inconvenience. No important work appeared to the Deputy Minister to have been suspended, but there was evidence, and the master builders admitted, that much work which would have been undertaken had conditions been favourable, had been left untouched, and would so remain until the difficulty had ended, and this fact, in a city where the population is growing rapidly, as in the case of Regina, entailing a continual increase in housing accommodation, seriously menaced the interests of the community.

Shortly after the outbreak of the strike, there was a movement towards organization on the part of the master builders of Regina, which resulted in the formation of the Regina Builders' Exchange, Mr. R. J. Lecky, representative at Regina of Messrs. Peter Lyall & Sons, Limited, and in charge of the contract for the erection of the Provincial Parliament buildings, being president.

The Deputy Minister found the em-

ployers at first somewhat averse to negotiations, but succeeded in procuring a joint meeting of committees representing the two parties. At the outset, it became clear that the demand for a closed shop was the real point of trouble, the masters' committee insisting that this could not under any circumstances, be conceded. After a day or two of conference on this point, the men decided to waive this demand, and there remained only the question of schedules. No serious difficulty was involved in this respect, but the Masters' Exchange included forty members, all busy men, and unable to meet under their constitution, save at several days' notice, and it was therefore impossible to proceed very quickly in securing the consent of this body. On the representations of the Deputy Minister, a general meeting of the Exchange was held on Friday, June 3, when schedules were framed for the various industries, good until the end of 1911. At the request of the president, Mr. Acland was present and discussed certain aspects of the schedule, also, in reply to questions, gave information respecting the Industrial Disputes Investigation Act, and the possibility of applying it in the case of a dispute of this nature. Mr. Acland placed the proposition of the Exchange before the employés in a body, on the following day. The schedules and conditions were immediately accepted in the case of all trades concerned save the carpenters, and with the exception of the carpenters, the men returned to work a day or two later. The members of the Builders' Exchange met again to consider the representations of the carpenters. The latter objected to the employment of handymen for the rough work of carpentry claiming there was a tendency on the part of the masters to class good mechanics as handymen and get ordinary carpenters' work out of them, especially during the winter season. Some modification of the schedule on this point was originally effected, and the carpenters returned to work on June 14. When the Deputy Minister left Regina, excellent relations prevailed between the masters and the employés in all the building trades which had been concerned in the difficulty, and the committees were meeting each other on the easiest and most agreeable terms. The organization of an Exchange on the part of the Master Builders was agreed by both masters and men to be a distinct advantage, which promises to do much to avert danger of an early repetition of the recent trouble.

The schedules and conditions formulated by the Builders' Exchange, and accepted by the men, were as follows. having gone into effect on June 14, when the last of the trades concerned returned to work, and being good to remain in force until December 30, 1911:—

Hours of labour.—Carpenters, ten hours per day, except Saturday, which shall be nine; Factory hands, ten hours per day; Plasterers, nine hours (no overtime until after 6 P.M., Electrical workers, nine hours, to be worked between 7 A.M. and 6 P.M. (overtime to be paid only after 6 P.M., Plumbers and steamfitters, same as electrical workers; Painters and paperhangers, ten hours per day, with Saturday optional; Bricklayers, stonemasons and stone cutters, nine hours per day.

Wages, per hour.—Carpenters, 40 to 45 cents; Factory hands, 30 to 40 cents; Plasterers, 60 cents; Electrical workers, journeymen, 35 to 40 cents; helpers, 20 to 25 cents; Plumbers and steamfitters, journeymen, 50 to 55 cents; improvers, 30 to 45 cents; Painters, 30 to 35 cents; Bricklayers, stonemasons, stone cutters, 60 cents; Handymen, 25 to 30 cents; Labourers, 20 to 25 cents.

Overtime at the rate of time and one-half for all trades.

Wages before the strike were: Carpenters, 35 cents per hour; Plumbers, 45 to 50 cents per hour; Plasterers, 55 cents; Electricians, 35 cents; Painters, 30 to 35; Labourers, 20 cents per hour.

NEW BRUNSWICK LEGISLATION AFFECTING LABOUR, 1910.

THE third session of the fifth Legislative Assembly of New Brunswick was begun on February 17, and was prorogued on March 26. The following is a brief review of the more important legislation enacted:—

Public Utilities Commissions.

A Board of three commissioners was established for the purpose of supervising the following public utilities: Every corporation, company, person, association of persons, their lessees, trustees, liquidators, or receivers, appointed by any court, that now or hereafter owns or may own, operate or control any plant or equipment for the conveyance of telephone messages, or for the production, transmission, delivery or furnishing of heat, light, water or power, either directly or indirectly, to or for the public, and who may own and operate any street railway," and also "any city or incorporated town that now or hereafter owns or may own, operate, manage or control any plant or equipment for the conveyance of telephone messages, or for the production, transmission, delivery or furnishing of heat, light, water or power, either directly or indirectly, to or for any other city or incorporated town, or any street railway."

Every public utility included in the above enumeration is required to furnish reasonably adequate service and facilities for reasonable and just charges, and is to make a specified annual return of its proceedings to the Board. Rates and charges must be filed with the Board, and no change made except upon thirty days' notice. Rebates and concessions from public utilities are forbidden under a minimum penalty of $50. The Board is empowered in the discharge of its duties to hear evidence on oath and to compel the attendance of witnesses.[1]

Labour Statistics.

The Act of 1904, providing for the establishment of a Bureau of Labour is amended by an addition requiring that the head of the Bureau shall be known in future as the "Commissioner of Labour." The Commissioner is given power to appoint agents in the industrial centres of the Province to assist in obtaining statistical information, "to consult with the employers and employés in order to prevent or settle lockouts and strikes, and to confer with factory inspectors as to their duties and the making up of their annual reports."[2]

Government Annuities.

The property and interest of an annuitant, or of any person interested or entitled in or to any contract for an annuity, or an annuity itself, under the Government Annuities Act, 1908, is exempt from seizure, levy or attachment under the process of any New Brunswick Court and shall not be affected by any trust, charge or lien.[3]

[1] N.B. Stat. 1910, chap. 5.
[2] N.B. Stat. 1910. chap. 35
[3] N.B. Stat. 1919, chap. 12.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, &c., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

British Emigration Returns.

DURING the month ended May 31, 1910, the number of passengers leaving the United Kingdom for British North America, according to official returns of the Board of Trade, was as follows:—

Nationality.	1910	1909
English	15,717	7,440
Welsh	288	157
Scotch	5,121	3,044
Irish	982	664
British Colonial	258	126
Total British subjects	22,366	11,431
Foreign	4,808	3,006
Total	27,174	14,437

During the five months ended May 31, 1910, the number leaving the United Kingdom, as above, was:—

Nationality.	1910	1909
English	47,377	25,802
Welsh	1,125	328
Scotch	16,777	7,433
Irish	2,980	1,797
British Colonial	1,193	459
Total British subjects	69,452	35,819
Foreign	15,873	10,927
Total	85,325	46,746

Homestead Entries.

The following statement shows the number of homestead entries made during the month of May, 1910, as compared with May, 1909:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF MAY, 1910, AS COMPARED WITH MAY, 1909.

Agency.	Manitoba.		Saskatchewan.		Alberta.		British Columbia	
	1910	1909	1910	1909	1910	1909	1910	1909
Battleford	.....	.....	332	259	.....	.....	.....	.....
Brandon	7	13	.....	.....	.....	.....	.....	.....
Calgary	.....	.....	.....	.....	904	527	.....	.....
Dauphin	93	66	.....	.....	.....	.....	.....	.....
Edmonton	.....	.....	.....	.....	582	392	.....	.....
Estevan	.....	.....	134	67	.....	.....	.....	.....
Humboldt	.....	.....	219	157	.....	.....	.....	.....
Kamloops	.....	.....	.....	.....	.....	.....	20	27
Lethbridge	.....	.....	.....	.....	121	280	.....	.....
Medicine Hat	.....	.....	308	.....	121	280	.....	.....
Moose Jaw	.....	.....	674	819	.....	.....	.....	.....
New Westminster	.....	.....	.....	.....	.....	.....	.....	2
Peace River	.....	.....	.....	.....	94	.....	.....	.....
Prince Albert	.....	.....	225	109	.....	.....	.....	.....
Regina	.....	.....	59	72	.....	.....	.....	.....
Red Deer	.....	.....	.....	.....	283	234	.....	.....
Saskatoon	.....	.....	646	.....	.....	.....	.....	.....
Swift Current	.....	.....	1,028	.....	.....	.....	.....	.....
Winnipeg	181	91	.....	.....	.....	.....	.....	.....
Yorkton	.....	.....	120	128	.....	.....	.....	.....
Total	281	170	3,745	1,611	2,328	1,433	20	29

It will be seen that there has been a net increase for May, 1910, of 3,131 in the number of entries made.

A statement of the entries made during the first five months of the calendar year 1910, compared with the corresponing month of May, 1909, is as follows:—

STATEMENT OF HOMESTEAD ENTRIES, JANUARY-MAY, 1910-1909.

Month.	Manitoba.		Saskatchewan.		Alberta.		British Columbia	
	1910	1909	1910	1909	1910	1909	1910	1909
January	152	125	976	605	1,558	566	12	12
February	161	168	1,069	636	1,007	543	17	17
March	202	219	2,688	1,271	1,901	1,077	28	25
April	324	231	4,240	2,395	2,620	1,934	25	44
May	281	170	3,745	1,611	2,328	1,433	20	29
Total	1,120	913	12,718	6,518	9,414	5,553	102	127

It will be seen that there has been a net increase during the first five months of 1910 of 10,243 in the number of homestead entries as compared with the corresponding months of 1909.

Nationalities of Homesteaders.

The nationalities of homesteaders during the month of May, 1910, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, were as follows:—

NATIONALITIES OF HOMESTEADERS DURING MAY, 1910.

Nationalities.	Provinces.				Total.
	Manitoba.	Saskatchewan.	Alberta.	British Columbia.	
Canadians from Ontario	12	245	361	3	801
" Quebec	3	122	56	1	182
" Nova Scotia	3	15	12	.....	30
" New Brunswick	.....	10	10	.....	20
" Prince Edward Island	.....	8	1	.....	9
" Manitoba	48	148	34	.....	229
" Saskatchewan	4	521	20	.....	545
" Alberta	1	6	144	.....	151
" British Columbia	.....	11	15	1	27
Persons who had preivous entry	38	61	48	2	149
Newfoundlanders					
Canadians returned from the United States	.....	56	30	.....	86
Americans	20	1,196	875	.....	2,091
English	29	410	235	7	681
Scotch	9	99	78	4	190
Irish	2	37	32	.....	71
French	5	37	5	.....	47
Belgians	2	7	6	1	16
Swiss	.....	2	3	.....	5
Italians	1	9	2	.....	12
Roumanians	.....	42	14	.....	56
Syrians	.....	5	.....	.....	5
Germans	12	63	23	.....	98
Austro-Hungarians	51	159	99	.....	309
Hollanders	.....	3	7	.....	10
Danes (other than Icelanders)	.....	11	12	.....	23
Icelanders	7	7	.....	.....	14
Swedes	6	44	40	.....	90
Norwegians	2	71	59	.....	132
Russians (other than Mennonites and Doukhobors)	25	158	105	1	289
Mennonites	.....	.....	.....	.....	.....
Doukhobors	.....	.....	.....	.....	.....
Chinese	.....	1	.....	.....	1
Japanese	.....	.....	.....	.....	.....
Persians	.....	.....	.....	.....	.....
Australians	.....	1	.....	.....	1
New Zealanders	.....	.....	1	.....	1
Greeks	1	.....	.....	.....	1
Hindoos	.....	1	.....	.....	1
Chilians	.....	.....	.....	1	1
Total	281	3,745	2,328	20	6,374

Number of souls represented by above entries 15,840.

Of 2,177 entries made by persons from the United States, there were 536 from North Dakota, 422 from Minnesota, 177 from South Dakota, 175 from Washington, 141 from Wisconsin, 116 from Michigan, ninety-two from Iowa, seventy from Illinois, forty-eight from Indiana, forty-four from Idaho, thirty-eight from Ohio, thirty-two from Oregon, twenty-nine from Oklahoma, twenty-eight from New York, twenty-seven from Kansas, twenty-four each from Montana and Nebraska, twenty-one from Massachusetts and twenty from Missouri.

Lands Patented.

An abstract of letters patent covering Dominion lands situate in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, during the month of May, 1910, as compared with the month of May, 1909, is as follows:—

Nature of Grant.	May, 1910.	
	No. of Patents.	No. of Acres.
Alberta Railway & Irrigation Company's sales	22	11,213.00
British Columbia homesteads	8	1,128.92
British Columbia sales	3	68.70
Coal lands' sales	5	1,316.25
Commutation grants		
Homesteads	1,362	215,944.19
Hudson's Bay Company	1	29,214.30
License of occupation	2	
Manitoba Act grants		
Military homesteads	1	320.00
Mineral rights (2,111.25 acres)	10	
North-west halfbreed grants	51	8,686.10
Parish sales	3	331.70
Quit claim, special grants		
Railways:—		
Calgary & Edmonton Railway Company		
Canadian Northern Railway Company		
Canadian Pacific Railway Company's grants	13	21,190.50
Canadian Pacific Railway Company's grants, Souris Branch	11	8,221.80
Grand Trunk Pacific Railway Company	16	220.44
Qu'Appelle, Long Lake & Saskatchewan Railroad and Steamboat Company		
Sales	58	7,370.53
School lands' sales	40	4,757.73
Special grants	15	464.015
Yukon Territory sales	20	857.04
Totals	1,641	311,305.215

In May, 1909, the number of patents issued was 1,993, covering an area of 311,617.18 acres, showing a decrease for the month of May, 1910, of 352 in the number of patents issued and of 311.97 acres in the area patented.

Notes.

It is estimated that the immigration movement into Canada since January, 1910, has already exceeded the movement for the entire year 1909.

RECENT INDUSTRIAL AGREEMENTS.

Bill of Prices of the Hamilton Branch, No. 149, Journeymen Tailors' Union of America.

THE following Bill of Prices was recently agreed upon between the Hamilton Branch, No. 149, of the Journeymen Tailors' Union of America, and the employing tailors of that city:—

COATS.

Dress coats	$9.00
Tuxedos	6.25
Double breasted frock	9.00
Single breasted frock	7.50
Double breasted cutaway	7.50
Single breasted cutaway	7.00
Double breasted sack	6.00
Single breasted sack	5.50
Double breasted skeleton sack	5.00
Single breasted skeleton sack	4.50
Double breasted flannel sack	4.50
Single breasted flannel sack	4.00

OVERCOATS.

Double breasted Newmarket	$9.25
Single breasted Newmarket	8.25
Double breasted Surtout	9.25
Single breasted Surtout	8.25
Paletot	9.25
Paddock	9.25
Double breasted Ulster	7.50
Single breasted ulster	7.25
Inverness	7.25
Raglan	8.50
Double breasted sack, overcoat	7.25
Covert coat	6.50
Single breasted, fly front	7.25

UNIFORM COATS.

As per agreement.

TRY ONS.

	Hours.
Skeleton baste	2½
Skeleton baste dress, double breasted frock and surtout	4
Basting centre back, shoulders, one sleeve and collar	1
Side seams	½
Both sleeves	½
Waist seams	½

Alterations after try on 25 cents per hour.

EDGES.

	Hours.
Double stitched	1
Bound by hand	2½
Flat braided by machine	2½
Flat braided by hand	5
Double binding by hand	3
Stoated in skirt coats	1
Stoated in sack coats	1½
Stoated in overcoats, fly fronts	2
Stoated in overcoats, double breasted	2
Felled in skirt coats	1
Felled in sack coats	1½
Edges corded to bottoms	2
Edges corded around bottom	3
Tubular braid same as cord, piped to bottom same as cord	2
Piped around bottom	3
Preparing piping 1 hour extra.	
Edges stitched by hand	3

SEAMS.

Serged	1
Raised and single stitched	2½
Raised and double stitched	3½
Slated	3
Strapped outside raw	5
Strapped edges turned in	7
Felled and stitched	6
Stitched each side	3
Raised and stitched sack coat	2
Raised and double stitched sack coat	3
Box seams stitched once	3
Box seams stitched double	5
Sleeves seamed in by hand	1
Side seams by hand	½
Shoulder seamed in by hand	½
Centre back by hand	½
Waist seams by hand	1
Under arm seams by hand	½
Lapel seams by hand	1
Taped seams	5
Taped seams when sleeves lined	3½
Taped seams, back only	1

POCKETS.

All pockets over three, each	1
Ticket pocket, all coats	½
If with flap	1
All flaps over two on sacks, each	½
Flaps on morning coat, each	½
Bellows pockets, each	1
Pockets with double mouth, opening through lining	1
Flaps on patch pockets, each	½
If with hole and button, each, extra	½

FACINGS.

Silk factings, 10 inches or under	1½
If quilted by machine, extra	2
If quilted by hand, extra	3
Silk facings to waist on body coats	3
If quilted by machine, extra	4
If quilted by hand, extra	5
Silk facings to bottom	4
If quilted by machine, extra	6
If quilted by hand, extra	7
Bound undercoats	1
Bound overcoats	1
Calf tongues on facings	½
Zig zag	2
Zig zag on overcoats	2½
Dovetailed	3
Dovetailed and punched	3½

LININGS.

Linings to holes	2½
Linings to edge, with holes through and stitched by hand	4
Linings to edge, with holes through and felled	3
Stitched by hand if felled	3
Silk or satin linings on shawl collar, extra	1
Linings loose, bottoms turned up	1
Linings loose, bottoms faced	1½
Quilted all through, 1 inch	4
Quilted all through, 1 inch, diamonds	6

Rows or diamonds smaller, or diamonds larger, at same ratio.

MISCELLANEOUS.

Capot or hood	5
Cape	5
Cape with fly and collar	7
Vent in sleeves, buttons only	1
Each hole and button in same	½
Centre vent in sack	1
Side vents	1
Side edges	1

Centre vents in all overcoats to be included in start.

Tab on collar	1
Fly in back, 4 holes allowed	1½
Extra holes, each	½
Bug trap on coat	1
Covering buttons, per dozen	1½
Under collar felled all round by hand	½
Under arm cuts across pocket mouth	1
Half velvet and half cloth collars	2
Quilted collars, not exceeding 4 rows	½
Quilted bottoms, not exceeding 4 rows	1
Extra rows on bottom, each	½
Quilted cuffs, not exceeding 4 rows	½
Each extra row	½
Imitation cuffs	1
Plain cuffs	1½
Rolling cuffs or lined cuffs	2½

Eyelet holes, each 3 cents.

Alterations and busheling, 25 cents an hour.

All extras not mentioned to be paid for at 25 cents an hour, and all work allowed not done to be deducted at same ratio.

VESTS.

Double breasted dress vest	$1.80
Single breasted dress vest	1.60
Double breasted vest, frock lapels	1.75
Double breasted vest, collar one piece	1.55
Double breasted vest, no collar	1.45
Single breasted vest, with collar	1.45
Single breasted, vest no collar	1.30
Clerical vest, open in front	1.60
Cassock, open in sides and shoulders	2.25
Golf, with sleeves	1.75
Golf, without sleeves	1.30s

EXTRAS.

Corded edges, or braided, 1 row	.25
Edges bound by hand	.25
Fly front	.18
Try on	.10
Flaps, per pair	.10
Inside breast pocket	.10

Four pockets included in start.

TROUSERS.

Dress trousers	$1.60
Trousers	1.50
Riding breeches	3.00
Golf breeches	2.00
Bicycle pants	1.50
If with extensions	.36
Broad falls	2.00

EXTRAS.

Pants, full lined	$ .25
Pants, half lined	.15
Try on	.25
French Beaver	.18
All pockets over three	.15
Watch pocket, 10 cents; if jetted	.15
Raised seams	.10
Loops for belt	.10
Each flap on hip pocket with hole and button	.10
Each hole and button in top or side pockets	.05

Extras not mentioned in this pant and vest bill to be paid for at the rate of 18 cents per hour. No deductions to be made from the start of this scale of prices for pants and vests.

Agreement Between Painters Union Local 583, of Calgary, and the Master Painters and General Contractors at Calgary.

1. A day's work to consist of nine hours, commencing at 7.30 A.M. and ending at 5.30 P.M., and 12 NOON on Saturday. (Decrease of four hours per week.)

2. The minimum rate of wages to be 45 cents per hour. (Increase of 5 cents per hour.)

3. That every contractor be allowed one apprentice to every four journeymen painters, and that the said apprentice shall serve at no less than three years, and shall be under the age of twenty-one at the time of apprenticeship.

4. That workmen be paid time-and-a-half from 5.30 P.M. until 12 P.M. Saturday, from 12 A.M. until 12 P.M., after that double time, also Sundays and Dominion holidays, double time.

5. The wages to be paid Saturday, at 12 NOON, fortnightly.

6. That Master painters and general contractors sending men outside the city to work shall pay railway fare and travelling fare one trip each way; also any extra expense that is incurred in the way of board and lodging.

7. Workmen to be on the job, or at the shop prepared to begin work at the time of starting.

8. This agreement shall come into effect on the nineteenth day of May, 1910, and shall continue to be in force for one year, until notice has been given in February prior to the expiration of any such yearly agreement.

9. That men wishing to again work for their former employers shall see such employer sometime between settlement and Monday, May 23, and make arrangements as to finishing any work they have on hand.

10. The Union By-laws pertaining to members contracting shall be strictly enforced.

FAIR WAGES SCHEDULE IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF JUNE, 1910.

The following is a list of contracts awarded by the Department of Public Works, Department of Marine and Fisheries, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

LANDING PIER, GASPÉ BASIN, QUE.

LANDING pier, &c., Gaspé Basin, Que., name of contractor, Horace Dussault, Lévis, Que.; date of contract, April 29, 1910; amount of contract, $273,985.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Common labourers	1.25
Driver, with 1 horse and cart	2.00
Driver, with 2 horses and wagon	3.00

WHARF AT PARTRIDGE ISLAND, N.B.

Wharf for quarantine at Partridge Island, N.B.; name of contractor, James E. Kane, St. John, N.B.; date of contract, May 11, 1910; amount of contract, $13,448.

Trade or Class of Labour.	Rate of Wages, Per Day of 9 Hours, Not less than:
Foreman carpenter	$3.00
Carpenters	2.50
Blacksmiths	2.25
Blacksmiths' helpers	1.50
Ordinary labourers	1.50
Driver, with 1 horse and cart	2.50
Driver, with 2 horses and wagon	4.00

PUBLIC BUILDING AT VERNON, B.C.

Public building at Vernon, B.C.,; contractor, Wm. A. Cryderman, Vernon, B.C.; date of contract, May 12, 1910; amount of contract, $29,950.

Trade or Class of Labour.	Rate of Wages, Not less than:
Stonecutters	$5.00 per day of 9 hours.
Bricklayers	5.00 " 9 "
Masons	5.00 " 9 "
Carpenters	3.60 " 9 "
Joiners	3.60 " 9 "
Stairbuilders	3.60 " 9 "
Plasterers	5.00 " 9 "
Lathers	2.50 per thousand.
Painters and glaziers	3.60 per day of 9 hours.
Plumbers and steamfitters	4.00 " 9 "
Sheet metal workers	4.00 " 9 "
Electrical workers	3.50 " 9 "
Builders' labourers	3.00 " 9 "
Ordinary labourers	2.50 " 10 "
Driver, with 1 horse and cart	4.00 " 10 "
Driver, with 2 horses and wagon	6.00 " 10 "

REPAIRS, MILITARY STORES BUILDING, OTTAWA, ONT.

Military stores building, restoration, &c., Ottawa, Ont., name of contractors, W. H. McGillivray and J. O'Toole, Ottawa, Ont.; date of contract, May 17, 1910; amount of contract, $27,393.

Trade or Class of Labour.	Rate of Wages, Not less than:
Stonecutters	$ .44 per hr., 8hrs. per day.
Bricklayers	.50 " 9 " "
Masons	.50 " 9 " "
Carpenters	.25 " 9 " "
Joiners	.30 " 9 " "
Stairbuilders	.30 " 9 " "
Plasterers	.40 " 9 " "
Lathers	$1.75 per 1,000.
Painters and glaziers	.27½ per hr., 9 hrs. p. day
Plumbers	.36 " 9 " "
Steamfitters	.36 " 9 " "
Tinsmiths	.30 " 9 " "
Metal roofers	.30 " 9 " "
Electrical workers	.25 " 9 " "
Builders' labourers	.25 " 9 " "
Ordinary labourers	.18 " 9 " "
Driver, 1 horse and cart	.25 " 10 " "
Driver, 2 horses and wagon	.45 " 10 " "

EXTENSION TO WHARF, ST. CHARLES DE CAPLAN, QUE.

Extension to wharf at St. Charles de Caplan, Que.; name of contractors, Burns and Charleson, Ottawa, Ont.; date of contract, May 31, 1910; amount of contract, $14,933.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.50
Blacksmiths	2.00
Blacksmith's helpers	1.35
Ordinary labourers	1.25
Driver with 1 horse and cart	2.00
Driver with 2 horses and wagon	3.00

WHARF AT SHEDIAC, N.B.

Wharf at Shediac, N.B.; name of contractors, J. Burns & Thos. P. Charleson, Ottawa, Ont.; amount of contract, $20,690.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.50
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.35
Driver, with 1 horse and cart	2.00
Driver, with 2 horses and wagon	3.00

DOCK AT THREE RIVERS, QUE.

Timber dock and ice breaker at Three Rivers, Que.; name of contractors, J. J. Collins & V. W. Giroux, Ottawa, Ont.; date of contract, May 18, 1910; amount of contract, $142,900.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.50
Carpenters	2.00
Engineman for pile-driver	2.00
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.50
Driver, with 1 horse and cart	2.00
Driver, with 2 horses and wagon	3.00

ROADWAY TO ISOLATED BLOCK, STE. EMÉLIE (LECLERCVILLE), QUE.

Roadway to isolated block, &c., at Ste. Emélie, (Leclercville), Que.; name of contractor, J. Alp Lemay, Portneuf,

Que.; date of contract, June 27, 1910; amount of contract, $27,700.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.00
" helpers	1.50
Labourers	1.25
Driver, with 1 horse and cart	2.00
Driver, with 2 horses and wagon	3.00

Department of Marine and Fisheries.

LIGHTHOUSE TOWER AT POINT SAPIN, N.B.

The construction of a wooden lighthouse tower on Point Sapin, Kent County, N.B.; name of contractor, James Legoof, Richibucto, N.B.; date of contract, April 1, 1910; amount of contract, $448.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$1.75
Painters	1.75
Bricklayers	3.50
Labourers	1.35

DWELLING FOR LIGHTKEEPER, PORTNEUF LIGHT STATION, QUE.

The construction of a wooden dwelling for the lightkeeper at Portneuf light station, County of Saguenay, Que.; name of contractor, Leandre Bouchard, Portneuf, Que.; date of contract, April 11, 1910; amount of contract, $1,650.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$1.75
Painters	1.75
Bricklayers	3.00
Labourers	1.35

Department of Railways and Canals.

ERECTION OF BOARDING HOUSE AT QUEBEC BRIDGE, QUE.

Erection of boarding house at site of Quebec bridge. Date of contract, June 1, 1910. Amount of contract, $7,786. Contractor, E. T. Nesbitt.

Trade or Class of Labour.	Rate of Wages, Not less than:
Superintendent	No rate.
Foreman	$3.00 per day of 9 hours.
Carpenters	2.25 " 9 "
Masons	.35 per hour, 9 hrs. per d.
Plasterers	.40 " 9 "
Painters	.25 " 9 "
Builders' labourers	.20 " 9 "
Plumbers	.25 " 9 "
Electricians	.20 " 9 "
Common labourers	.15 " 10 "

IMPROVEMENTS TO CORNWALL CANAL, ONT.

Improving upper entrance to Lock number seventeen, Cornwall Canal. Date of contract, June 1, 1910. Amount of of contract, schedule rates. Contractors, Fallon Brothers, Cornwall, Ont.

Trade or Class of Labour.	Rate of Wages, Not less than:
General foreman	$4.00 per day of 10 hrs.
Foreman carpenter	2.75 " 10 "
Carpenters	2.25 " 10 "
Blacksmiths	2.25 " 10 "
Foreman labourers	2.25 " 10 "
Labourers	1.50 " 10 "
Tug captian	65.00 per mo., b. 12 hrs. d.
Dredge runner	100.00 " 12 "
" craneman	75.00 " 12 "
Stationary engineer	2.25 per day of 10 hrs.
Fireman	1.50 " 10 "
Stonecutter	3.00 " 10 "
Horse, cart and driver	2.25 " 10 "
Team and driver	3.00 " 10 "

IMPROVEMENTS IN SAULT STE. MARIE CANAL, ONT.

Removal of range beacon, and deepening and widening of channel way at upper entrance of Sault Ste. Marie Canal. Date of contract, June 1, 1910. Amount of contract, schedule rates. Contractors, J. J. Collins & V. W. Giroux, Ottawa, Ont.

Trade or Class of Labour.	Rate of Wages, Not less than:
Dredge captian	$150 per mo., b. 12 hrs. day
" runner	150 " "
" second engineer	110 " "
" craneman	99 " "
" fireman	66 " "
" watchmen	66 " "
" scowmen	55 " "
" deckhands	55 " "
" cook (male)	60 " "
Tug captain	75 " "
Tug engineer	65 " "
Tug fireman	40 " "

Derrick scow—			
Diver (with outfit)	8.00 per day of 10 hours.		
Diver (outfit supplied)...	5.00	" 10	"
Hoistman.....	2.50	" 10	"
Tender.....	2.50	" 10	"
Deckhands.....	2.00	" 10	"
Labour foreman.....	2.25	" 10	"
Labourers.....	1.75	" 10	"

CONSTRUCTION OF SCOW FOR SAULT STE. MARIE CANAL, ONT.

Construction of a derrick scow for the Sault Ste. Marie Canal. Date of contract, June 9, 1910. Amount of contract, $10,583. Contractors, Roger Millar & Sons.

RATE OF WAGES.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if, there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim, therefore, is filed in the office of the Minister of

.....

and proof thereof satisfactory to the Minister is furnished, the Minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractors.

CONSTRUCTION SECTION NUMBER FOUR, TRENT CANAL, ONT.

Construction section number four, Ontario-Rice Lake Division of the Trent Canal. Date of contract, June 22, 1910. Amount of contract. schedule rates. Contractors, Haney, Quinlan and Robertson.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman for labourers	$ 2.25 per day of 10 hrs.
Labourers.....	1.50 " 10 "
Carpenters.....	2.25 " 10 "
Stonecutters.....	3.50 " 10 "
Masons.....	3.50 " 10 „
Concrete finisher for laying face concrete.....	3.50 " 10 "
Blacksmiths.....	2.25 " 10 "
" helpers.....	1.75 " 10 "
Horse, cart and driver.....	2.50 " 10 "
Team, wagon and teamster	3.50 " 10 "
Dredge engineer.....	100.00 per mo., b. 12 hrs. d.
" craneman.....	70.00 " 12 "
" fireman.....	40.00 " 12 "
" deckhands.....	35.00 " 12 "
" cook (female)	30.00 " 12 "
" watchman.....	35.00 " 12 "
Scowmen.....	35.00 " 12 "
Tug captain.....	55.00 " 12 "
Tug engineer.....	55.00 " 12 "
Tug fireman.....	35.00 " 12 "
Tug deckhands.....	35.00 " 12 "
Drill-boat foreman.....	100.00 per mo., 12 hrs. p.d.
" fireman.....	45.00 " 12 "
" drillers.....	.27½ per hr., 12 "
" " hlprs....	.17½ " 12 "
Steam shovel runner.....	100.00 per mo., 12 "
" craneman....	75.00 " 12 "
" fireman.....	50.00 " 12 "
" watchman...	50.00 " 12 "
Steam hoist runner.....	.25 per hour, 12 "

IMPROVEMENTS, WELLAND CANAL AT PORT COLBORNE, ONT.

Widening deep channel along west pier, and construction of docking, west of Government elevator at Port Colborne, entrance of Welland Canal. Date of contract, June 28, 1910. Amount of contract, schedule rates. Contractor, M. J. Hogan.

Trade or Class of Labour.	Rate of Wages, Not less than:
Dredge engineer.....	$100.00 p. mo., b. 12 hrs. d.
" craneman.....	70.00 " 12 "
" fireman.....	45.00 " 12 "
Tug captain.....	70.00 " 12 "
Tug engineer.....	60.00 " 12 "
Tug fireman.....	40.00 " 12 "
Tug deckhands.....	40.00 " 12 "
Stationary engineer.....	2.25 per day of 10 hours.
Fireman.....	1.75 " 10 "
Blacksmiths.....	2.25 " 10 "
Steam drillers.....	2.25 " 10 "
Diver (with outfit).....	8.00 " 10 "
Carpenters.....	2.25 " 10 "
Labourers.....	1.50 " 10 "

CONSTRUCTION OF RAILWAY, L'EPIPHANIE-RAWDON, QUE.

Towards the construction of a line of railway from a point on its main line at or near L'Epiphanie, passing by way of the Parish of St. Jacques L'Achigan, to village of Rawdon, 16 miles. Date of subsidy agreement, May 23, 1910. Amount of subsidy, $3,200 per mile, not exceeding $6,400 per mile. Railway company, Canadian Northern Quebec Railway Company.

Trade or Class of Labour.	Rate of Wages, Not less than:
Common labourers	$1.50 per day of 10 hours.
Builders' labourers	2.00 " 10 "
Foreman	2.25 " 10 "
Carpenters	2.50 " 10 "
Bricklayers	4.00 " 9 "
Plasterers	3.60 " 9 "
Roofers	2.25 " 9 "
Painters	2.25 " 9 "
Stonecutters	3.20 " 9 "
Masons	3.15 " 9 "
Blacksmiths	2.25 " 9 "
Machinists	2.25 " 8 "
Steam shovel engineers	2.50 " 10 "
" cranemen	3.00 " 10 "
" firemen	1.75 " 10 "
Steam derrick engineers	2.50 " 10 "
" firemen	1.75 " 10 "
Team, wagon and teamsters	3.50 " 10 "
Cart, horse and driver	2.25 " 10 "
Quarrymen	1.75 " 10 "
Rock drillers	1.75 " 10 "
Blasters	2.00 " 10 "
Tracklayers	1.75 " 10 "
" foreman	2.25 " 10 "

For the construction of bridges over the Nicolet, Gentilly and Becancourt rivers. Date of subsidy agreement, June 1, 1910. Subsidy granted, Nicolet river bridge. $15,000; Gentilly river bridge, $15,000, and Becancourt railroad river bridge, $30,000; Railway company, Quebec, Montreal & Southern Railway Company.

RATE OF WAGES.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if, there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim, therefore, is filed in the office of the Minister of .....

and proof thereof satisfactory to the Minister is furnished, the Minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractors.

Post Office Department.

During the month of May orders were given by the Post Office Department for the supplies below mentioned, subject to the regulations for the suppression of the *sweating* system, and the securing of payment to the working men and working women of fair wages, and the performance of the work under proper sanitary conditions.

Nature of Orders.	Amount of Orders.
Making metal dating stamps and type and making other hand stamps and brass Crown seals	$ 675.50
Making and repairing rubber dating stamps and type, also other stamps	52.70
Supplying stamping material and wooden boxes, and repairing stamping pads	974.44
Supplying mail bags	2,617.50
Repairing mail bags	1,320.44
Making and repairing mail locks and supplying mail bag fittings	213.40
Supplying Street Letter Boxes, and repairing portable letter boxes, Railway Mail Clerks' tin travelling boxes and parcel receptacles	1,190.25
Making and repairing miscellaneous articles of Postal Stores	13.75
Making and supplying articles of official uniform	354.00

FAIR WAGES SCHEDULE PREPARED DURING JUNE, 1910.

DURING the month of June the Department of Labour prepared, at the request of the Departments concerned Fair Wages Schedules for insertion in contracts for various public works, as follows:—

Construction of a line of railway from Winnipeg Beach to Gimli, Man.

Construction of 3½ miles of Intercolonial Railway, from Campbellton to the St. John river, N.B.

Construction of a line of railway from Midway to a junction near Merritt with the Nicola, Kamloops, and Similkemeen Railway, B.C.

Construction of concrete and cribwork breakwater at Richibucto Cape, N.B.

Construction of concrete revetment wall and dredging at Owen Sound, Ont.

Construction of concrete and cribwork extension and dredging at Wiarton, Ont.

Construction of concrete and cribwork retaining wall at Hamilton, Ont.

Construction of cribwork extension at Pelee Island, Ont.

Construction of public building at Roberval, Que.

Construction of cribwork extension to the breakwater at Miminegash, P.E.I.

Construction of cribwork extension to wharf at Montmagny, Que.

Construction of crib and pile trestle work wharf at Shelburne, N.S.

Construction of a public building at Waterloo, Ont.

Construction of armoury building at Niagara Falls, Ont.

Construction of a wooden lighthouse tower at Gull Cove, Whitehead Island, N.B.

Construction of a wooden lighthouse tower on Quaco eastern breakwater pier, N.B.

Construction of wooden building for lightkeeper at Pointe des Monts, Que.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF JUNE, 1910.

Under this heading, account is taken of such accidents only, as were sustained by workmen in the course of their employment, and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of *The Labour Gazette*. The Department is also indebted to the Bureau of Mines of Ontario and British Columbia, to the office of the factories' inspector of the Province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 415 individual work people in Canada during the month of June, 1910, were reported to the Department of Labour. Of these, 168 were fatal, and 247 resulted in serious injuries. In addition, one fatal accident was reported as having taken place prior to the beginning of the month, information not having been received by the Department before June, 1910.

In the preceding month there were 133 fatal, and 243 non-fatal accidents reported, a total of 376, and in June, 1909, there were 129 fatal, and 292 non-fatal accidents, a total of 421. The number of fatal accidents reported in June, 1910, was, therefore, thirty-nine more than in the preceding month, and six less than in June, 1909. The number of non-fatal accidents reported in June, 1910, was four more than in the preceding month, and forty-nine less than in June, 1909. Altogether, there were thirty-nine more industrial accidents in June, 1910, than in the preceding month, and six less than in the same month of the preceding year.

Of 311 returns received during the month giving the ages of the victims of industrial accidents, thirty-six referred to persons under twenty-one years of age, sixty-one to persons between twenty-one and forty-five, and eleven to persons over forty-five. Two hundred and three persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month, by industries and trades:—

STATEMENT OF ACCIDENTS DURING JUNE, 1910, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed.	Injured.	Total.
Agriculture	30	28	58
Fishing and hunting	1	.....	1
Lumbering	11	10	21
Mining	21	15	36
Building trades	6	16	22
Metal trades	8	54	62
Woodworking trades	.....	9	9
Printing trades	32*	16*	48*
Clothing trades	.....	6	6
Textile trades	.....	1	1
Food and tobacco preparation	3	7	10
Railway service	23	19	42
Navigation	3	9	12
General transport	9	19	28
Public employés	3	6	9
Miscellaneous	5	12	17
Unskilled labour	13	20	33
Total	168	247	415

Nature of Fatalities and Accidents.

The chief disasters of the month, causing the death of more than one workman, were, the collapse of a water tank on the roof of the Montreal Herald Printing Company's building, which fatally injured thirty-two employés and seriously injured fifteen others; the killing of three members of a railway crew in a derailment at Port Coldwell, Ont.; a railway crossing fatality about ten miles from Aylmer, Ont., which caused the death of three persons; a mine explosion at Chignecto, N.S., in which two miners were killed; a mine disaster at Hosmer, B.C., in which two miners lost their lives, and a dynamite explosion near Nepigon, Ont., which killed two miners.

Destruction of Herald Building, Montreal. —Loss of thirty-two lives.

The most appalling disaster of its kind that has ever occurred in Canada took place on the morning of June 13, when a large water tank installed for fire protection purposes on the roof of the Montreal Herald Printing Company's building in Montreal, collapsed and plunged through the building to the ground. Fire, caused by the bursting of the gas mains which fed the linotype and stereotyping machines, immediately broke out, and the building became an almost total wreck. In the general destruction, thirty-two employés lost their lives, either through being crushed by falling material or in the fire which followed, and fifteen were seriously, though not fatally, injured. Of the survivors, many were rescued by the firemen, and numerous deeds of heroism were performed by employés in saving their fellow workmen. Printers, pressmen and bindery employés were included in the list of killed and injured. No such loss of life among workpeople has occurred in Canada through accident since the disaster at Extension, B.C., on October 5, 1909, by which an equal number of coal miners were killed by an explosion in No. 2 mine of the Wellington Collieries Company. An inquest to inquire into the causes of the catastrophe was opened on the morning of June 15. After several sessions, proceedings were adjourned for the obtaining of expert evidence. No verdict had been rendered up to the close of June.

* The thirty-two fatalities, and fifteen of the non-fatal accidents, included in these totals occurred in the destruction of the *Herald* building, Montreal, by the collapse of a water tank.

Disastrous Railway Wreck at Port Coldwell, Ont.

On June 10, three Canadian Pacific Railway trainmen, the engineer, fireman and brakemen, lost their lives, when a freight locomotive, No. 694, struck a boulder on the track at Port Coldwell, Ont., 155 miles east of Port Arthur. The train left the track and plunged into Lake Superior, carrying with it several feet of permanent way and telegraph lines. One of the trainmen jumped, but was killed; the other two went down with the engine, and were drowned.

Fatal Level Crossing Accident at Aylmer, Ont.

On June 19, a farmer, his wife and sister-in-law were driving home, when their vehicle was struck by the second section of Wabash Express, No. 1, at a level crossing, about 10 miles from Aylmer, Ont., and all were killed.

Mine Explosion at Chignecto, N.S.

On June 20, two miners, whose duty it was to see that the colliery of the Mari-

time Coal, Railway and Power Company, at Chignecto, N.S., was clear of gas, descended into the mine, and were both instantly killed by an explosion of gas.

Mining Disaster at Hosmer, B.C.

On Saturday, June 11, a fall of rock in number 3 chute, number 6 mine, at Hosmer, B.C., instantly killed two miners.

Dynamite Explosion near Nepigon, Ont.

On June 30, an explosion of dynamite instantly killed two railway construction hands, near Nepigon, Ont. The cause of this disaster is unknown.

Record by Trades and Industries.

Agriculture.—There were thirty fatal, and twenty-eight non-fatal accidents in June, 1910, compared with twenty killed, and twenty-nine injured in May last, and twenty-nine killed, and twenty-seven injured in June, 1909. Seven of the fatalities were caused by electricity, six by being run over, four by runaways, three respectively, by live stock and by falling material, two respectively, by blood poisoning, by falls, by drowning, and one by being burned to death. Of the non-fatal accidents, nine were caused by flying material, four by runaways, three each by falls, by being run over, and by live stock, two each by machinery and by falling material, and one each by tools and by burns.

Fishing and hunting.—A trapper died from exposure in June, 1910. There were two fatalities the month before, and two also in June, 1909.

Lumbering.—Eleven workmen were killed, and ten injured in June, 1910, compared with fourteen killed and fourteen injured in May, last, and twenty-three killed, and twenty-six injured in June, a year ago. Five of the deaths were due to drowning, three to falling material, and one each to being run over, to machinery and to flying material. Five of the other accidents were due to machinery, three to falls and one each to falling and to flying material.

Mining.—In this industry, twenty-one workers met death by accident, and fifteen were injured, compared with fifteen killed and eleven injured in the preceding month, and sixteen killed, and eighteen injured in June, 1909. Ten of the deaths were caused by falling material, five by explosions of dynamite, and two respectively, by electricity, by being run over and by explosions other than dynamite. Of the injuries, five were caused by falls, four by falling material, two by being caught between cars and one each by an explosion of dynamite, by flying material, by electricity and by being run over.

Building trades.—Six in this group were killed and sixteen injured in June, last, compared with three killed, and twenty injured in the previous month, and four killed, and thirty-nine injured in June, of last year. Five of the deaths were due to falls, and three to falling material.

Metal engineering and shipbuilding trades.—There were, during June, eight fatalities, and fifty-four injuries, compared with nine killed and thirty-two injured in May last, and six killed and thirty-nine injured, in June, 1909. Explosions of steam, and electricity and machinery caused each two of the fatalities, sunstroke and being run over one respectively. Of the non-fatal accidents, three were caused by machinery, fourteen by falling material, five each by molten metal and by flying material, three each by explosions of steam and by falls and one by being run over.

Woodworking trades.—Nine of these workers were injured by machinery and two by flying material, as against nineteen non-fatal accidents the month before, and one killed and twenty-eight injured in June, 1909.

Printing.—Machinery injured one workman. There was one injury the month previous, and one in June, 1909.

Clothing trades.—In June, 1910, six of these workers were injured, four by machinery and one each by electricity and by a fall. In May, two were injured, and in June, 1909, there were no accidents.

Textile trades.—Machinery injured one in this branch in June. The month preceding, the record was one killed and two injured, and in June of last year, two were injured.

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TABLE OF FATAL ACCIDENTS DURING THE MONTH OF JUNE, 1910.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Agriculture—				
Farmer	Saskatoon, Sask	June 3	1	Died of lockjaw from gunshot wound.
"	Bow Island, Alta	" 10	1	Fell 50 feet in well.
"	Johnsville, Que	" 20	1	Struck by lightning.
"	St. Mary's, N.B	" 16	1	Tree fell on him.
"	Near Aylmer, Ont	" 19	1	Struck by train at crossing.
"	Windthorst, Sask	" 20	1	Struck by lightning.
"	Near Calgary, Alta	" 20	1	Struck by lightning.
"	Shelburne, Ont	" 19	1	In a runaway.
"	Upper Hampstead, N.B	" 18	1	Gored by a bull.
"	Whitby, Ont	" 20	1	In a runaway.
"	High River, Alta	" 21	1	Struck by lightning.
"	Harrietsville, Ont	" 21	1	Beam fell on him.
"	Fenelon Township, Ont	" 1	1	Blood poisoning from cut.
"	Potton, Que	" 25	1	Fell from vehicle.
"	Near Moose Jaw, Sask	" 27	1	In a cyclone.
"	Martinville, Que	" 22	1	Struck by lightning.
"	Fort Saskatchewan, Alta	" 25	1	In a runaway.
"	Napanee, Ont	" 28	1	In a runaway.
"	Calgary, Alta	" 27	1	Struck by lightning.
"	Gladstone, Man	" 24	1	Run over by wagon.
"	Brandon, Man	" 30	1	Kicked by horse.
"	Waterville, Que	" 29	1	Run over by train.
"	Nanaimo, B.C	" 25	1	Gored by a bull.
Farmer's daughter	Wellandport, Ont	" 2	1	Struck by train at crossing.
"	Aylmer, Ont	" 19	1	Struck by train at crossing.
Farm hand	Balaclava, Ont	" 5	1	Drowned while washing sheep.
Farmer's wife	Aylmer, Ont	" 19	1	Struck by train at crossing.
"	O'Connor Township, Ont	" 17	1	Burned to death in forest fire.
"	Treherne, Man	" 20	1	Drowned, horse backed buggy off ferry.
Farmer's son	Trossachs, Sask	" 28	1	Struck by lightning.
Lumbering—				
Sawmill hand	Dryden, Ont	" 4	1	Run over by slab wagon.
"	Penobsquis, N.B	" 9	1	By circular saw.
"	Fernie, B.C	" 18	1	By flying wood.
"	Vancouver, B.C	" 20	1	Load of lumber fell on him.
"	East Angus, Que	" 28	1	Drowned, fell from a boom.
Logger	Liverpool, N.S	" 2	1	Drowned, fell off boom.
"	Pembroke, Ont	" 11	1	Drowned, fell from wharf.
"	Mignick, Que	" 15	1	Drowned.
"	French Creek, B.C	" 21	1	Log rolled on him.
"	Dalhousie, N.B	" 15	1	Drowned, fell off boom.
"	Nanoose, B.C	" 20	1	Caught by a log.
Mining—				
Miner	Glace Bay, N.S	" 7	1	Electrocuted.
"	North Sydney, N.S	" 9	1	Run over by loaded car.
"	Cobalt, Ont	" 8	1	Falling rock.
"	Cobalt, Ont	" 9	2	Explosion of dynamite.
"	Stellarton, N.S	" 11	1	Explosion of steam pipe.
"	Fernie, B.C	" 14	2	Collapse of mine roof.
"	Coleman, B.C	" 14	2	By fall of coal.
"	Cobalt, Ont	" 16	1	Electrocuted.
"	Glace Bay, N.S	" 15	1	By falling stone.
"	Glace Bay, N.S	" 15	1	Run over by car.
"	Chignecto, N.S	" 20	2	Explosion of gas.
"	New Liskeard, Ont	" 13	1	Explosion of dynamite.
"	Hosmer, B.C	" 11	2	By fall of rock.
"	Cobalt, Ont	" 27	1	By falling timber.
"	Near Swinton, B.C	" 28	1	Explosion of dynamite.
Blaster	Morrisey, B.C	" 23	1	By explosion of dynamite.
Building trades—				
Contractor	Warwick, Ont	" 9	1	Fell from scaffolding, 20 feet.
Painter	Toronto, Ont	" 6	1	Fell down elevator shaft.
"	Montreal, Que	" 22	1	Fell from scaffolding.
Bricklayer's helper	East St. Boniface, Man	" 19	1	Fell 70 feet.
Carpenter	Souris, Man	" 29	1	Fell 18 feet.
"	Montreal, Que	" 18	1	Run over.

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Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Metal trades—				
Machinist	Collingwood, Ont.	" 7	1	Caught in machinery.
"	New Glasgow, N.S.	" 10	1	Explosion of steam pipe.
"	Hamilton, Ont.	" 22	1	Sunstroke.
"	Vancouver, B.C.	"	1	Caught in belting.
Blast furnace hand	Sault Ste. Marie, Ont.	" 12	1	By slip at blast furnace.
Lineman	Niagara Falls, Ont.	" 1	1	Touched live wire.
Electrical worker	North Bay, Ont.	" 30	1	Electrocuted.
"	Bradford, Ont.	" 29	1	Run over by train.
Printing and allied trades—				
Employés of printing office	Montreal, Que.	" 13	32	In collapse and subsequent fire in building.
Food and tobacco preparation—				
Miller	Breslau, Ont.	" 24	1	Kicked in abdomen by a horse.
"	St. Césaire, Que.	" 24	1	Caught in shafting.
Milkman	Montreal, Que.	" 29	1	Run over at crossing.
Railway employés—				
Engineer	Belleville, Ont.	" 4	1	Struck by engine.
"	Port Coldwell, Ont.	" 10	1	In a derailment.
"	Moncton, N.B.	" 12	1	Run over by train.
Conductor	Fort Erie, Ont.	" 6	1	Caught between cars.
"	Tilbury, Ont.	" 11	1	Run over by cars.
Brakeman	Montreal, Que.	" 6	1	Run over by cars.
"	Shawingan Falls, Que.	" 6	1	Run over by cars.
"	Trenton, Ont.	" 8	1	Between cars.
"	Port Coldwell, Ont.	" 10	1	In a derailment.
"	London, Ont.	" 18	1	Between cars.
"	Calgary, Alta.	" 15	1	Run over.
Fireman	Port Coldwell, Ont.	" 10	1	In a derailment.
"	East Toronto, Ont.	" 30	1	In a derailment.
Sectionman	Bowmanville, Ont.	" 25	1	Fell from train.
"	Newcastle, Ont.	" 21	1	Run over by train.
"	Huberdean, Que.	" 23	1	Drowned, fell from a bridge.
"	Lennoxville, Que.	" 27	1	Run over by train.
"	Campbellton, N.B.	" 11	1	Run over by train.
"	Toronto, Ont.	" 18	1	Run over by train.
Trucher	Owen Sound, Ont.	" 29	1	Run over by train.
Railway telegrapher	Paris, Ont.	" 29	1	Run over by train.
Construction hands	Nepigon, Ont.	" 30	2	Explosion of dynamite.
Navigation—				
Sailors	Vancouver, B.C.	" 5	1	By falling coal.
"	Quebec, Que.	" 7	1	Fell into hold.
Captain	Peterboro, Ont.	" 28	1	Drowned, boat upset.
General transport—				
Street railway employés	Toronto, Ont.	" 6	1	Fell from car, skull fractured.
" "	Vancouver, B.C.	" 6	1	Electrocuted.
" "	Winnipeg, Man.	" 10	1	Fell from car.
Carter	Quebec, Que.	" 29	1	Fell from vehicle.
Rider	Toronto, Ont.	" 21	1	Horse reared and fell on him.
Teamster	Lethbridge, Alta.	" 10	1	By cave-in of gravel.
"	Stratford, Ont.	" 21	1	Sunstroke.
"	Maisonneuve, Que.	" 16	1	Fell from vehicle.
Automobile tester	Oshawa, Ont.	" 20	1	Automobile fell on him.

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TABLE OF FATAL ACCIDENTS DURING THE MONTH OF JUNE, 1910.

Trade or Industry.	Locality.	Date.	No	Cause of Fatality.
Public employés—				
Fireman	Montreal, Que	" 7	1	Thrown from hose wagon.
Fire ranger	Montreal River, Ont	" 13	1	Drowned, canoe upset.
Water works' employé	St. John, N.B	" 13	1	By a cave-in.
Miscellaneous—				
Brickmaker	Belleville, Ont	" 6	1	Head crushed in mixer.
Veterinary surgeon	London, Ont	" 17	1	Poisoned by breath of sick horse.
Elevator boy	East Calgary, Alta	" 17	1	Fell in shaft of elevator.
Circus man	Walkerton, Ont	" 13	1	Run over by train.
Hotel yardman	Kingston, Ont	" 28	1	By a fall in the yard.
Unskilled labour—				
Labourer	Montreal, Que	" 6	1	Run over by cars.
"	Montreal, Que	" 11	1	Fell from a cart.
"	Macleod, Alta	" 10	1	By cave-in of earth.
"	Truro, N.S	" 19	1	Run over by cars.
"	Toronto, Ont	" 23	1	By cave-in.
"	North Battleford, Sask	" 16	1	By cave-in.
"	Elk Lake, Ont	" 20	1	Drowned, fell from bridge.
"	St. John, N.B	" 28	1	Drowned.
"	Sault Ste. Marie, Ont	" 25	1	Drowned.
"	Wiarton, Ont	" 29	1	By falling earth.
"	Ridgetown, Ont	" 25	1	Run over by train.
"	Vancouver, B.C	" 24	1	Caught in machinery.
"	Montreal, Que	" 29	1	Run over by train.

FATAL ACCIDENTS HAPPENING IN THE PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN JUNE, 1910.

Miner	Greenwood, B.C	May 28	1	By fall of rock.

Food and tobacco preparation.—During June, three in this group were killed and seven injured, compared with four injured in the month before, and one killed and nine injured in June, 1909. The three deaths were due respectively to live stock, to being run over and to machinery. Three of the injuries were due to machinery, two to explosions, one to tools and one to falling material.

Railway service.—Twenty-three railway employés were killed and nineteen injured, compared with twenty-five killed and thirty-nine injured in May last, and twenty-three killed and twenty-six injured in June, 1909. Twelve of the fatalities were caused by being run over, four by derailment, three by being caught between cars, two by explosions of dynamite, and one each by falls and by drowning. Of the fatal accidents, five were caused by falls, four by derailments, three by being run over, two each by explosions of steam, by collisions, by being caught between cars, and one by machinery.

Navigation.—Falling material, a fall and drowning were each the cause of one accidental death in this branch. Falling material and falls caused serious injury to three workmen each, machinery injured two, and being struck by a train one. In May last, there were eleven killed and thirteen injured, and in June, 1909, five killed and thirty-two injured.

General transport.—Death through accident befell nine workers during June, 1910, and nineteen others were injured compared with three killed and eighteen injured in the previous month, and seven killed and nineteen injured in June, of last year. Four of the fatalities were due

to falls, two to falling material, and one each to electricity, to live stock and to sunstroke. Of the injuries, seven were due to falls, five to collisions, two each to live stock and to railways, and one each to being crushed, to falling material and to a runaway.

Public employés.—A fall, drowning and falling material each caused a death, while falling material injured four workmen and falls two, In May, the record was six killed and nineteen injured, and in June, a year ago, two killed and eight injured.

Miscellaneous.—In June, 1910, five workers were killed and twelve injured, compared with ten killed and ten injured in May last, and six killed and fourteen injured in June, 1909. One each of the fatalities were caused by machinery, by blood-poisoning, by an elevator, by being run over and by a fall. Three of the non-fatal accidents were caused by falls, two each by explosions, by collisions and by tools, and one each by being crushed, by machinery and by falling material.

Unskilled labour.—Thirteen labourers were killed and twenty injured in June last, as against nine killed and nine injured in the preceding month, and four killed and four injured in June, 1909. Four each of the deaths were due to being run over and to falling material, three to drowning, and one each to a fall and to machinery. Of the other accidents, eleven were due to falling material, three to falls, two to being run over, and one each to being crushed, to machinery, to a collision and to flying material.

MASSACHUSETTS COMMISSION ON THE COST OF LIVING—SUMMARY OF FINDINGS.

DURING the month of March, 1910, a special Commission of five was appointed by the Commonwealth of Massachusetts to report on the cost of living, with recommendations as to means of meeting the advance in the same. The final report of the Commission has not yet appeared. The following summary of findings and recommendations, however, has been issued as an interim statement:—

Findings of the Commission.

The findings of the Commission with regard to the causes of the recent advance of prices are as follows:

1. The primary cause of the world-wide advance of prices since 1897, has been the increase of the gold supply, which has reduced the purchasing power of money and brought about a corresponding increase of values measured in money in all the leading commercial states, and at least in the United States has served as the basis for a vast extension of credit.

2. The advance of prices in the United States has been accelerated greatly, by the enormous waste of income, through uneconomic expenditure for war and national armament, and through multiple forms of extravagance, both public and private, and of wastage, both individual and social. The increasing burden of disease, accident, crime and pauperism imposed upon society, and the loss through expenditure on a rising scale for luxuries, and through wasteful domestic methods, are potent factors contributing to the advance of the cost of living.

3. The advance of prices has been further promoted by a complexity of causes operating on the side of supply to reduce the volume and increase the expenses of production, and on the side of demand to extend and diversify the consumption of commodities. The main factors in restricting supply and enhancing the cost of commodities have been the drain of population from the land, which has decreased the proportion of persons engaged in producing the food supply; the exhaustion of natural resources, which has resulted in increased expenses of production and distribution, especially the latter. The chief influences on the side of demand, which have worked parallel to the forces affecting supply, have been the growing concentration of popu

lation in great cities, which has increased the proportion of non-producing food consumers; the general advance of the standard of living, which has enlarged the requirements on the part of individual consumers of all classes; and the national habit of extravagnace, which has further extended and diversified to an abnormal degree the demand for comforts and luxuries created by that advance.

4. With regard to the tariff, the trusts, and the unions, which have been declared to be either primary or contributory causes of the increase of the cost of living, the Commission finds that none of these factors can be regarded as a direct and active cause of the recent general advance of prices.

A. With regard to the tariff, the facts that prices have fallen and risen during long periods without relation to changes in duties; that prices have been rising in Great Britain, under free trade; and that large increases have taken place in the prices of commodities not appreciably affected by the tariff show conclusively that the tariff has not been the active factor in the recent upward movement of prices in this country. On the other hand, however, it is clear that in a period of rising prices like the present the tariff cuts off possible relief to consumers by closing access to the cheapest sources of food supply in the world's markets. In the past the duties on the necessities of common consumption, foodstuffs, have been largely inoperative, because the country produced not only its own food supply, but a large surplus for exportation. The United States appears, however, to be approaching rapidly the turning point when it will become, instead of a food-exporting, a food-importing country. Under these conditions, as the duties on food stuffs become actually operative, their effect must be to increase the cost of living to wage-earners and the expenses of production to manufacturers, thus hampering the development of industry and defeating the very purpose of the protective policy. The Commission is therefore of the opinion that when the tariff shall further be revised, the expediency of removing all duties on food products be considered carefully by the national congress, and it hopes that the Tariff Commission will be equipped with such funds and powers as may be necessary for researches adequate as a basis for future changes, to be founded on commercial rather than political considerations.

B. With reference to trusts, the facts that the prices of trust-controlled commodities have not risen conspicuously; that prices have advanced in other countries in which trusts have not developed on the American scale; and that the higher prices of food products, including meat, are accounted for by natural causes, and are not to be attributed to combination in any considerable degree, indicate that the trusts cannot be held responsible for the late great advance of prices. On the other hand, however, combination undoubtedly enables a group of producers to take advantage of any conditions that may tend to advance prices, to maintain a high price level once established, and to prevent the public from sharing in gains through improvements and economies. Under existing conditions constant vigilance with reference to the action of combinations, especially those dealing with the necessities of life, is doubly incumbent on all officials entrusted with the enforcement of laws against monopoly and combined regulation of prices.

C. Concerning the labour unions, the facts that less than ten per cent. of the workers of the country are organized, that the workers engaged in the production of the commodities that have risen most notably in price, especially food stuffs, are hardly organized at all, and that wages have risen in less degree and at slower pace than the prices of commodities, the wage advance beginning some time after the price advance, prove that the recent general increase of prices cannot be attributed to the influence of trade unions. Concerning the deeper questions of the general influence of reduction of hours, increase of wages and trade union policies upon expense of production, prices, and cost of living, the Commission expresses no opinion, on account of the impossibility

of determining the exact fact required for an impartial answer to this question within the time allowed for its investigation.

Summary of Recommendations.

The Commission submits for the consideration of the General Court the following suggestions concerning remedies for some of the influences that have contributed to the advance of the cost of living:—

1. The creation of a Commission of Commerce, before which citizens may lay complaints of injustice in the distribution of staple articles of consumption through combination in restraint of trade.

2. The creation of a Commission on market improvements in which the City Government of Boston, the commercial boards and the marketmen of the city and the Commonwealth shall be jointly represented, the subject of municipal slaughter houses to be included within the scope of its inquiry.

3. The transformation of the Cattle Bureau into a Bureau of Animal Industry, with powers adequate for the purpose of protecting effectively the health of the people, and of encouraging the home supply of meat products.

4. The extension of the services of the state free employment office of the Bureau of Statistics, to provide for the better distribution of immigrants through out the Commonwealth, especially in the farming regions.

5. The enactment of a law requiring that packages containing food products shall bear a label stating distinctly the amount of the net contents in units of weight, measure or numerical count.

6. The enactment of a law empowering and requiring local boards of health to make regular inspection of cold storage plants within their jurisdiction.

7. The modification of the present laws relating to the joint use of tracks in such ways as shall permit the development of a trolley freight service throughout the State.

8. The passage of a resolve instructing the State Commissioner of Weights and Measures to report to the next General Court what, if any, legislation is then necessary for the protection of the public against abuses connected with the sale of coal at retail in this state.

9. The passage of a resolve providing for a thorough investigation by the Director of the Bureau of Statistics into the present methods of collecting, tabulating and presenting statistical matter in the various departments of the state Government, with a view to systematizing and co-ordinating the entire statistical service of the Commonwealth in such ways as shall render the published information more intelligible and more serviceable in promoting the improvement of the public health, and the advancement of the industrial and commercial interests of the Commonwealth.

ROBERT LUCE,
ALBION P. BEMIS,
EDW. F. MCSWEENY,
HENRY ABRAHAMS,
MEDERIC J. LAPORTE.

RETAIL PRICES OF STAPLE ARTICLES OF

The accompanying table sets forth the retail prices prevailing on, or about, the fifteenth day of the month preliving in the leading centres of industry throughout Canada.

The list of commodities includes twenty-eight varieties of food, with fuel and coal oil. In addition a statement usually occupied by workingmen.

The exact quality for which the quotation is given is set forth in the case of each commodity, and every care statistics may be available for purposes of comparison.

The list of localities includes nearly every place having a population of 10,000 people, and is representative of

The quotations contained in the table have been furnished by the correspondents of *The Labour Gazette* in the the Department.

RETAIL PRICES OF STAPLE

LOCALITY.	Beef.				Pork.					Eggs.			Butter.		Cheese.		Bread.			
	Sirloin steak, per lb.	Medium chuck, per lb.	Veal, forequarter per lb.	Mutton, hindquarter, per lb.	Fresh, roasting, per lb.	Salt, per lb.	Bacon, best smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure leaf, per lb.	New laid, per dozen.	Packed, per dozen.	Milk, per quart.	Dairy tub, per lb.	Creamery, prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.	Flour, strong, bakers, per lb.	Rolled oats, per lb.
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	lb.	cts.	cts.	cts.
Nova Scotia—																				
Sydney	20	14	10–14	17	18	18	22	5–18	21	24	21	8	25	30	18	18	1½	4	3	3
Westville	15	14	10	14	16	17	22	7–20	20	20	....	6	20	24	16	....	3	4⅔	3½	4
Halifax	22	12–15	15–22	18	16	14	20	5–15	22	24	22	8	28	32	17	16	1½	4	3½	4
Amherst	16–18	14–16	12	13	14–16	15	24	20–25	18	20–25	18–20	6–7	22–25	25–27	16	16	1½	4	3½	4
Prince Edw. Isld.																				
Charlottetown	14	11	10	12–14	16	16	20	5–12	20	17–18	16	5	20–22	25–27	18	18	2	3½	3½	4
New Brunswick																				
Moncton	20	14	10	16	16	16	23	6–16	20	20	....	6	20	25	18	16	2	4	3½	4
Newcastle	20	14	12	15	18	17	22	5	19	18	17	7	23	30	15	16	2½	3¾	3	5
St. John	22	12	8–10	16	16–17	18	22	5–22	20	20	18	7	20–24	28	18	16	1½	4	3 1-5	4
Quebec—																				
Quebec	14–17	13–15	10	13–14	17	18	20–22	8	20	22	....	10	24–28	26–30	15–18	14–15	6	3½	3 [3]	5
Three Rivers	18	15	10	15	18	18	22	8–12	20	20	18	7	25	26	20	16	6	3½	3	4
Sherbrooke	20	8–10	8–12	16	18	18	20	10–25	22	23–25	17–18	7	23	28	18	18	...	5	4	5
St. Hyacinthe	12	10	8	9	17	18	18	10–12	16	22	20	5	25	25	15	15	6	3	3	5
Maisonneuve	18	15	7	14	17	16	18	8–10	18	23	20	7	23	25	16–18	14	3	4⅔	4	4
St. Johns	18	18	18	18	17	17	20	12–18	20	22	....	6	22	26	18	15	...	3	3½	4
Hull	17	12½	6½–7	13–14	16–17	16	20	8–12	18	22	....	6	26	30	15–16	....	6	3½	3	3
Ontario—																				
Ottawa	18	12½	15	18	18	17	20–22	15	20	22	21	6	24	28	18–20	16	2	5	4	4
Belleville	18	11	10	15	16	14–15	24	12½–15	20	19–20	....	6	22	25	16–17	....	3	4	3	4

CONSUMPTION, CANADA, DURING JUNE, 1910.

ceding the present issue of *The Labour Gazette*, of the more important staple commodities entering into the cost of is given of the rental of a representative workingman's dwelling of the better class in the quarter of each locality, has been taken to ensure that the quotations in each case refer to the same class of commodity, in order that the every Province in the Dominion,
respective localities, under detailed instructions as to sources of information, quality of goods to be quoted, &c., from

DEPARTMENT OF LABOUR, CANADA,
RETAIL PRICES: TABLE, No. 6.

COMMODITIES, CANADA, JUNE, 1910.

Rice, good, medium, "B" Brand, per lb.	Beans, dry, hand-picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar.		Tea.		Coffee, medium, Mocha, per lb.	Potatoes, per bag of 1½ bushel.	Vinegar, White Wine, XXX per quart.	Starch, laundry, per lb.	Coal.		Wood.		Coal oil, per gallon.	Rent, per month.
				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium, Indian or Ceylon, lb.	Green, medium, Japan, per lb.					Anthracite, per ton of 2,000 lb.	Bituminous, per ton of 2,000 lb.	Hard, best, per long cord.	Soft, best, per cord.		
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	$ cts.	$ cts.	$ cts.	$ cts.	cts.	$ cts.
5	5	12	10	6	6	30	30	.....	90	10	10	7.50	3.00	4.00	.....	22	15–20
5	5	12	8	5½	5	30	25	35	90	9	10	.....	3.20	.....	.....	20	5–15
5	5	10	8	6	5	30	50	30–40	75	10	10	6.60	4.75–5	5.50	3.50	20	10–18
5	5	14	12	6	5	40	40	40	90	10	12	6.20	4.75	5.00	4.00	22	10–14
5	5	12	10–12	6½	6	25	30	40	60	12	10–12	6.50	4.00	.....	1.25	25	6–8
5	5	11	10	5½	5	35	50	40	60	10	10	6.25	5.50	4.50	3.25	22	14.00
5	5	12	10	6	6	28	.....	40	75	10	10	6.50	4.50	4.00	3.00	25	8.00
5	5	12	10	5¾	5	30	50	40	75	10	10	6.75–7	4.85–5.50	8–9	4.00	22	9.00
5–6	5	13	12	5½	5	25–30	25–30	40	45–50	20	10	7.25	4.75	7–8	5–6	18	16–18
4	5	12	12	6	5½	30–50	30–50	25–50	50	15	8	6.50	5.00	6.50	4.00	20	8.00
5	5	12½	12½	6	6	30–50	30–50	40	75	10	10	6.90	5.90	4.25–4.50	3.50–4	25	11–14
4	4	12	13	6	5	30–60	30–60	40	38	5–7	8	6.50	5.25	5–7.50	4–4.50	20	8–9
4	5	10–12	8–10	5	4½	30	25	30	45	20	10	6.75–7	4.50	8.00	6.50	18	12
5	5	12	12	6	5½	40	40	40	40	10	8	6.25	5.00	7.50	6.00	20–22	8.00
4	4	12	8	5½	5	40	40	40	50	10	8	7.25	5.50	5.50	3.50	18	10–15
5	5	10	10	5½	5	40	30	40	50	10	8	7.50	5.50	6–6.50	3.50	20	9–10
5	5	10	8	6½	5½	30	30	30	40–45	10	8–10	6.75	5.00	6.00	.....	25	7–11

RETAIL PRICES OF STAPLE

LOCALITY.	Beef.		Veal forequarter, per lb.	Mutton, hindquarter, per lb.	Pork.		Bacon, beef smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure leaf, per lb.	Eggs.		Milk, per quart.	Butter.		Cheese.		Bread.		Flour, strong, bakers, per lb.	Rolled oats, per lb.
	Sirloin steak, per lb.	Medium chuck, per lb.			Fresh roasting per lb.	Salt, per lb.				New laid, per dozen.	Packed, per dozen.		Dairy tub, per lb.	Creamery prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.		
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	lb.	cts.	cts.	cts.
Ontario—Con.																				
Kingston	20	15	10	15	15–18	17	22	12½	20	22	....	5	....	25–28	17	....	3	3½	3	5
Peterborough	20	12	12½	20	18	20	25	12½	20	20	17	6	22	24	18	17	2	5	3	5
Toronto	20–22	8	8	15	20	18	20–23	12–20	20	25	....	8	20–23	28	17	15–17	2½	4	3	5
Niagara Falls	18	10	15	20	20	16	25	12	20	25	....	7	30	32	17	16	1½	4	3½	5
St. Catharines	20	12½	10–12½	15–18	16	15–17	20–24	14–17	20	25	22	7	23	25	18	15	2½	4	3½	4
Hamilton	18–20	12–15	12	15–20	19	19	24	12½–20	20	25	....	7	22	25	20	18	1½	4	3	4
Brantford	20	12	12	18	18	16	23	13	20	21	....	6	....	24	17	15	1½	3½	3½	5
Guelph	20	14–15	13	18	20	18	22	15	20	20	....	6	18	20	17	15	2½	4	2½	4
Berlin	18	14	15	20	20	20	22	10–14	20	22	....	6	22	25	18	16	1½	4	3	4½
Woodstock	20	12½	12½	15	20	18	25	8–13	20	20	....	6	20	25–28	20	15	1½	4	3	3½
Stratford	18	15	13	16–18	22	20	25	12½	15	20	....	6	20	20	17	15	1½	4	3	4
London	18	12	10	15	20	20	22	15	20	21	17	6	20	27	18	15	1½	4	2½	5
St. Thomas	20	12½	12½	18	20	19	23	12½	22	20	17	6	20	18	19	17	1	4	3	4
Chatham	18	15	15	15	20	18	25	10–12½	20	16	....	6	....	18	17	16	1½	4	2½	4
Windsor	18	10–12	9	12½	18	16	22	15	20	20	....	7	26	32	20	20	1½	4	3	5
Sault Ste. Marie	20	15	15	17	20	19	22	12½	20	30	25	7	23	29	17	....	1½	4½	3	5
Port Arthur	18–20	12½	12½	20–25	18–20	18	25	12–18	20	30	27	10	30	35–40	20	....	2	4	3	3½
Manitoba—																				
Winnipeg	24	12½	12½	22	22	18	25	12½	22	25	23	7	....	25	18	15	1	5	2½	5
Brandon	18	10	12½	20	20	20	30	18–25	22	25	23	8	25	30	18	18	1½	4	3½	5
Saskatchewan—																				
Regina	22–25	15–17	12½–20	18–22	20	20	35	20	25	25	....	10	35	40	20	....	1½	5½	3¾	5
Moose Jaw	18–20	12½	15	20	17	....	30	15	22	30	....	10	30	30	....	20	6½	3½	3½	4
Alberta—																				
Edmonton	15	12½	13	18	20	20	20	15	17	25	....	8½	30	35	20	....	1½	5	3½	3¾
Calgary	20	10–12½	12½	18	18–20	15	30	10–12½	20	35	25	7	25	35	20	20	1½	6¾	5	5
British Columbia																				
Nelson	20–22	15	15	20–22	20	20	25–30	12½–15	20–22	45	30	12½	30	40	....	20	1	6½	3⅞	3½
New Westminst'r	18	12½	16	25	23	18	27½	15	22	35	30	10	30	35	20	20	1½	6¾	3½	5
Vancouver	22–25	15	15	20	25	18	40	10	22	40	30–35	10	25	35–40	20	....	1½	6½	3½	3¾
Victoria	18–20	12½	15–20	25	18–20	18	30–35	10–12½	25	35	30	12	27½	45	20	20	1	6½	5	5
Nanaimo	20	15	16	25	20	20	28	10	20	35	30	10	30	40	20	20	2	6½	3⅞	5

DEPARTMENT OF LABOUR, CANADA,
RETAIL PRICES: TABLE, No. 6.

COMMODITIES, CANADA, JUNE, 1910.

Rice, good, medium, "B" Brand, per lb.	Beans, dry, hand-picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar. Granulated, in dollar lots per lb.	Sugar. Yellow, in dollar lots, per lb.	Tea. Black, medium, Indian or Ceylon, per lb.	Tea. Green, medium, Japan, per lb.	Coffee, medium, Mocha, per lb.	Potatoes, per bag of 1¼ bushel.	Vinegar, White Wine, XXX per quart.	Starch, laundry, per lb.	Coal. Anthracite, per ton of 2,000 lb.	Coal. Bituminous, per ton of 2,000 lb.	Wood. Hard, best, per long cord.	Wood. Soft, best, per cord.	Coal oil, per gallon.	Rent, per month.
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	$ cts.	$ cts.	$ cts.	$ cts.	cts.	$ cts.
5	5	10–12	10	5	4½	25–40	25–40	35	40	13–15	8–10	7.00	6.25	7.00	4.50	18	6–10
10	5	12½	10	6¼	5⅝	40	40	40	45	10	10	7.10	5.50	6.00	2.75	20	12.00
4⅛	6⅛	10–12	8⅓	6	5¼	25	25	30	50	10	7	6.50	5.00	7.50	6.50	18	16
5	8	15	10	6¼	5¼	30–50	30–50	40	1.50	10	8	6.25	4.00	7.00	5.00	20	10–15
5	5	.....	10	6	5	40	40	30	60	10	8	7.00	.....	8.00	5.50–6	17	11
5	5	5	8	7	7	40	35	40	75	8	8	6.75	5.50	7.00	5.50	18	15.00
7	5	.....	8	6¼	5⅝	25–40	25–40	35	70	10	9	6.75	5.00	8.00	5.00	16	10.00
5	5	10	10	6	5	25–50	25–50	25–40	60	10	8	6.50	4.50	8.00	6.50	18	10.00
5	5	10	10	18	21	30	30	30	50	10	8	6.75	4.50	8.00	5.00	20	10.00
4	5	10	8	6¼	5⅝	25	25	25	75	10	10	6.50	5.00	7.50	6.00	18	8.00
5	5	8	10	6½	5½	25	25	30	60	10	10	6.50	6.50	8.50	7.00	18	8–12
5	5	10	10	6¼	5½	30	30	40	75	10	8	6.50	6.50	8.00	6.00	15	10–13
5	5	9	8	6	5½	40	40	40	75	10	10	7.00	6.00	6.50	2.75	18	12.00
5	5	10	8–10	6	5¾	30–50	25–50	25–40	75	10	8	7.00	5.00	5.00	4.00	15	8–10
5	7	12½	10	6	5	30	30	30	90	10	10	7.50	5.00	8.00	4.50	20	12–15
5	5	10	10	7	6	40	40	30	50	10	10	7.50	5.50	5.50	4.50	25	10–15
5	5	12½	9	5¾	5	25–50	.....	40	90	.....	10	8.75	6.00	4.00	6.00	30	15–18
6¼	4½	12½	10	6	6	35	35	32	65	15	10	10.50	9.00	6.00	5.00	35	20–25
5	5	15	10	7	6¾	35	35	40	90	10	10	11.25	9.00	6.75	4.75	35	15–30
8	6	12½	10	6⅞	5⅞	35	35	35	90	20	10	12.50	8.50	8.00	7.25	35	30.00
5	6¼	12½	10	6¾	6	35	35	35	90	15	10	13.50	8.00	.....	9.50	25	25.00
5	5	13	10	6¼	6	40	40	40	75	20	12½	.....	3.50	3.50	.....	30	20.00
6	6	15	10	6¼	6	25–50	30–60	28–50	1.15	20	10	8.00	6.50	.....	5.50	35	25–30
8¼	8	15	10	7	6	50	50	40	1.15	20	12½	9.50–10.00	7–8.25	.....	6.00	50	16–20
6	6	12½	8	6½	5½	35	35	40	85	10	8	.....	7.75	5.00	.....	40	18.00
5	5	12½	8	5½	5¼	33⅓	40	35–40	75	15	6¼	7.50	5.55–6	3–3.50	.....	35	20–25
6	6	15	8¼	6¼	7	30	40	35	1.00	20	10	.....	6.50–7.50	.....	6.50	33	19.00
5	7	12½	10	6¼	5½	40	40	40	1.13	20	12	.....	4.50	.....	.....	40	8–15

TRADE DISPUTES DURING THE MONTH OF JUNE, 1910.

THERE were fewer trade disputes in Canada during June, than in the previous month, but building operations were seriously hampered by them, principally in Montreal, Toronto, Port Arthur and Fort William. Little change took place with regard to the situation at Springhill, N.S., where a strike of coal miners had been in existence since last August. The mines continued to be only in partial operation.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during June was eighteen, two less than in the previous month and two more than in June, 1909. About 394 firms and 5,729 employés were affected by those disputes, about 318 firms and 3,842 employés being affected by new disputes.

Loss of time in working days.—The loss of time to employés through trade disputes during June, was approximately 75,700 working days, compared with a loss of about 71,830 days in May, and about 86,900 days in June, 1909.

Trades affected by new disputes.—The following table shows the trades affected by new disputes of the month, and the approximate number of employés involved in each group of trades.

Trades.	No. of disputes.	No. of employés.
Building trades	6	2,955
Metal trades	2	776
Food and tobacco preparation	1	75
Unskilled labour	1	36
Total	10	3,842

Localities affected by new disputes.—The new disputes of the month occurred in the following Provinces of the Dominion.

Province.	No. of disputes.
Quebec	3
Ontario	6
British Columbia	1
Total	10

Causes of disputes.—The following were the causes of the new disputes of the month.

Cause.	No. of disputes.
For increase in wages	5
For increase in wages and recognition of union	1
Against employment of a particular person	1
For increase in wages and shorter hours	2
For change in time of payment	1
Total	10

Methods of settlement.—Of the eighteen disputes in existence during June, nine were terminated in the course of the month. One dispute was settled by arbitration, one by conciliation, and five by negotiations between the parties concerned.

Results of disputes.—Of the disputes that were terminated three ended in favour of the employers, four in favour of the employés, and in one other the employés were for the most part successful. In the remaining dispute a compromise was reached.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes in existence during June, which began in previous months comprised strikes of coal miners at Springhill, N.S., building trades at Regina, Sask., carpenters at Kingston, Ont., cigarmakers at London, Ont., cotton mill hands at Hamilton, Ont., iron moulders at Peterborough, Ont., sheet metal workers at Vancouver, B. C., and carpet weavers at Guelph, Ont.

Strike of Coal Miners at Springhill, N.S.

A strike of coal miners at Springhill, N.S., which began on August 10, 1909, still continued unsettled throughout June, but it was reported that the Company had secured over 400 men to take the places of the strikers, and the mines were in partial operation. The cause of the dispute was the refusal of

the Cumberland Railway & Coal Company to grant a demand for recognition of the United Mine Workers of America, an increase in wages, and certain changes in the conditions of employment.

Strike of Building Trades at Regina, Sask.

A general strike in the building trades which began at Regina, Sask., on May 2, was terminated on June 14, when an agreement was signed to remain in force until December 30, 1911. The settlement was brought about through the friendly mediation of the Department of Labour under the Conciliation Act. The dispute, which involved about forty firms and 282 employés, arose from failure to reach an agreement with regard to wages and hours of labour. The new agreement, which was in the nature of a compromise, provided for the following rates of hours and wages.

Hours of labour:—

Carpenters, ten hours per day except Saturday which shall be nine.

Factory hands, ten hours per day.

Plasterers, nine hours. No overtime until after 6 p.m.

Electrical workers, nine hours to be worked between 7 a.m. and 6 p.m.; overtime to be paid only after 6 p.m.

Plumbers and steamfitters: same as electrical workers.

Painters and paperhangers; ten hours per day, with Saturday optional.

Bricklayers, stonemasons and stone cutters: nine hours per day.

Wages—	Per hour.
Carpenters	$.40-$.45
Factory hands	.30- .40
Plasterers	.60
Electrical workers—	
Journeymen	.35- .40
Helpers	.20- .25
Plumbers and steamfitters—	
Journeymen	.50- .55
Improvers	.30- .45
Painters	.30- .35
Bricklayers, stone masons, stone cutters	.60
Handy men	.25- .30
Labourers	.20- .25

Overtime at the rate of time and one-half for all trades.

Strike of Carpenters at Kingston, Ont.

A strike of carpenters at Kingston, Ont., which began on May 2, and originally involved about sixteen firms and seventy employés, was terminated on June 14, by the acceptance of the decision of a Board of Arbitrators, appointed by the President of the Kingston Board of Trade, upon the request of both parties. The question in dispute was whether the wages should remain at 31¼ cents per hour, or be increased to 37½ cents per hour for an eight-hour day. The decision of the arbitrators was that the rate of 37½ cents per hour should be maintained.

Strike of Cigar Makers at London, Ont.

A strike of cigar makers which took place at London, Ont., on May 16, on account of the refusal of five firms to grant a demand for an increase of $1.00 per 1,000 cigars, was terminated on June 11, when the desired increase was granted. It was reported that 208 employés were involved in the dispute, of whom thirty-four were female employés.

Strike of Cotton Mill Hands at Hamilton, Ont.

No settlement was reported in the case of a strike of cotton mill hands at Hamilton, Ont., which began on May 5, on account of the refusal of the employers to grant a demand for an increase of ten per cent. in wages. About 125 male and 150 female employés were reported to have been directly affected by this dispute.

Strike of Plumbers at Halifax, N.S.

A strike of thirty-eight plumbers which took place at Halifax, N.S. on May 2, on account of the refusal of fourteen firms to grant a demand for an increase in wages, was reported to have been settled on May 12, the employers agreeing to pay 30 cents per hour, an advance of twenty per cent.

Strike of Iron Moulders at Peterborough, Ont.

On May 24, a strike of iron moulders took place at Peterborough, Ont., which affected three firms and about thirty-nine employés. The cause of the dispute was the refusal of the employers to grant

[1] A fuller account of this dispute appears on another page of the present issue.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES C, No. 117.

TABLE OF TRADE DISPUTES DURING THE MONTH OF JUNE, 1910.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employés affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly.	Indirectly.	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Mining—											
Coal miners	Springhill, N.S	For recognition of union, increase in wages and against conditions of employment	1	.....	1,000	.....	.....	.....	Aug. 10	.....	No settlement reported, but places of many strikers were filled.
Building trades—											
Carpenters	Kingston, Ont	For increase in wages from $2.50 to $3.00 for 8-hour day	16	.....	70	.....	.....	.....	May 2	June 14	Settled by arbitration, no change in wages.
All building trades	Regina, Sask	For increase in wages and recognition of union	40	.....	235	.....	.....	.....	" 2	June 14	Settled under Conciliation Act, a compromise.
Metal trades—											
Sheet metal workers	Vancouver, B.C	Against declaration of employers for "open-shop"	.....	.....	20	.....	.....	.....	April 8	.....	No settlement reported at end of month.
Iron moulders	Peterborough, Ont	For increase in minimum wage to $2.75 per day	3	.....	39	.....	.....	.....	May 24	June 14	Minimum rate of $2.70 per day paid in two shops, and $2.75 in the third, but all men employed at time of strike receive $2.75 or more.
Textile trades—											
Carpet weavers	Guelph, Ont	Demand of men for extra pay for overtime, and general dissatisfaction with conditions	1	.....	28	.....	12	.....	Dec. 11	.....	No settlement reported at end of month.
Cotton mill hands	Hamilton, Ont	Demand for 10 per cent. increase in wages	1	.....	125	150	.....	.....	May 5	.....	No settlement reported at end of month.
Food and tobacco preparation—											
Cigar makers	London, Ont	For increase of $1, per 1,000 cigars	5	.....	208	.....	.....	.....	May 16	June 12	Increase in wages granted.

DISPUTES WHICH BEGAN DURING THE MONTH.

Building trades—													
Carpenters	Port Arthur and Fort William, Ont	For increase in minimum wage from 35 to 40 cents per hour			500				June	7	June	23	Conditions ceased to be effected, most of the employers having conceded demands of men.
Lathers	Toronto, Ont	For increase in maximum wage from $3.10 to $3.50 for an 8-hour day	10		120				"	1	"	6	Agreement signed, metal men to get $3.50 per day, woodmen $3.50, $3 and $2.50 per day.
Plasterers	Victoria, B.C	For increase in wages	1		40								
Stonemasons	Montreal, Que	For increase in wages and recognition of union			575				"				No settlement reported at end of month.
Bricklayers	Montreal, Que	Against employment of a foreman	1		45		175		"	20			No settlement reported at end of month.
Builders' labourers	Toronto, Ont	For increase in wages from 25 to 28 cents an hour, a 9-hour day, and time and one half for overtime	300		1,500				"	1			No settlement reported at end of month, but many strikers obtained work on terms demanded.
Metal trades—													
Iron moulders	Montreal, Que	Employés wanted earlier pay-day	1		750				"	3	June	4	Settled amicably, men to be paid every second Saturday.
Iron moulders	Ottawa, Ont	For increase of minimum wage from $2.50 to $2.75 per day	2		26				"	1	"	7	Employers ceased to be affected, places of most strikers having been filled.
Food and tobacco preparation—													
Brewery workers	Hamilton, Ont	For increase in wages of $1.50 per week, extra pay for overtime and shorter hours	4		75				June	30			No settlement reported at end of month.
Unskilled labour—													
Labourers	Port Arthur, Ont	For increase in wages from 20 to 22½ cents per hour	1		36				"	15	June	21	About half the strikers returned to work at old rate, and employers ceased to be affected.

*Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention moreover, is not made of disputes involving less than six employés, or of less duration than twenty-four hours.

a minimum wage of $2.75 per day. On June 14, work was resumed, one shop, according to the iron moulders' union, having agreed to pay $2.75 minimum wages, while the other two paid a minimum of $2.70 per day. All the men, however, employed at the time of the strike in one of these shops received $2.75 per day, and three men employed in the other received $2.85.

Strike of Carpet Weavers at Guelph, Ont.

No settlement of a strike of carpet weavers which took place at Guelph, Ont., on December 11, was reported during the month. The cause of this dispute, which originally involved twenty-eight men directly, and twelve indirectly, was a demand for extra pay for overtime and general dissatisfaction with the conditions of employment. A number of the strikers had sought work elsewhere in the course of the dispute, and some of their places had been filled.

New Disputes.

The new disputes of the month comprised strikes of carpenters at Port Arthur and Fort Williams, Ont., builders' labourers and lathers at Toronto, Ont., stonemasons and bricklayers at Montreal, Que., brewery workers at Hamilton, Ont., iron moulders at Montreal, Que., and at Ottawa, Ont., and labourers at Port Arthur, Ont.

Strike of Carpenters at Port Arthur and Fort William.

On June 7, a general strike of carpenters took place at Port Arthur and Fort William, Ont., in which about 500 men were reported to be involved. The object of the dispute was to obtain an increase in the minimum wage from 35 to 40 cents per hour. During the progress of the dispute many of the contractors agreed to the terms of the carpenters' union, and in about a fortnight industrial conditions ceased to be greatly affected by the dispute.

Strike of Bricklayers at Montreal, Que.

On June 20, a strike of bricklayers took place at Montreal, Que. According to a report received from the Bricklayers' Union, the dispute arose on account of dissatisfaction with a foreman, who was alleged to have been unfriendly to the Union. One firm and forty-five men were said to be directly involved in this dispute, and six or eight firms and 175 employés were indirectly involved. It was stated by the employers that the men had worked under this foreman for about three years without complaining, and that after they had gone out they claimed that he must become a member of the Union. The number of men directly affected was given by the employers as thirty. No settlement of the dispute was reported during the month.

Strike of Brewery Workers at Hamilton, Ont.

On June 30, a strike of brewery workers took place at Hamilton, Ont., affecting two firms and seventy-five employés. The cause of the dispute was the refusal of the employers to sign a new agreement in place of one which expired on May 1. The new schedule called for an increase in wages of $1.50 per week, pay for overtime, and shorter hours. The old hours ranged from ten to fourteen per day, and it was claimed that some employés were required to work seven days in the week. The new rate demanded was fifty-five hours per week in the summer, fifty hours in the winter, and overtime to count as time and one-half. No settlement of this dispute was reported during the month.

Strike of Iron Moulders at Montreal, Que.

On June 3, about 750 iron moulders stopped work at Montreal, Que., owing to dissatisfaction with the date fixed for pay-day, as they claimed it involved a long wait for their wages. A friendly settlement was quickly reached, by which the men were to be paid every second Saturday, and work was resumed, the strike only lasting one day.

Strike of Iron Moulders at Ottawa, Ont.

On June 1, a strike of iron moulders engaged in the manufacture of stoves

took place at Ottawa, Ont., involving two firms and twenty-six employés. The cause of the dispute was the refusal of the employers to grant a demand for an increase in the minimum wage from $2.50 to $2.75 per day. On June 7, it was reported that while the strike was still in progress, the firms were no longer affected. The employers refused to recognize the union and would only grant increases on the basis of individual merit.

Strike of Labourers at Port Arthur, Ont.

On June 15, about thirty-six labourers employed on the construction of a dry-dock at Port Arthur, Ont., were reported to have stopped work, owing to the refusal of the employers to grant a demand for an increase in wages from 20 cents to 22½ per hour cents. On June 16, five of the strikers were reported by the employers to have resumed work at the old rate. Eight more returned on June 18, and three on June 21. While there was no definite termination of the strike, the employers ceased to be affected by it.

The table which is published herewith it a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of June, and which have been reported to the Department.

Strike of Builders' Labourers at Toronto, Ont.

On June 1, a strike of builders' labourers was declared at Toronto, Ont., in which about 300 firms and 1,500 employés were involved. The cause of the dispute was the refusal of the employers to sign the following agreement:

1. I agree to pay all builders' labourers employed by me not less than 28 cents per hour.

2. All time worked over nine hours per day to be paid at the rate of time and one-half.

3. If working with mechanics more than eight hours per day and after 12 o'clock on Saturday, the rate shall be time and one-half.

4. This agreement to take effect from the first day of June, 1910, until the first day of June, 1911.

No settlement of this dispute was reported during the month, but many of the strikers procured work on the terms demanded.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during June, 1910.

DOMINION REPORT.

Mercantile Marine of Canada.

List of shipping issued by Department of Marine and Fisheries, being a list of vessels on the registry books of the Dominion of Canada, on December 31, 1909. Ottawa: King's Printer, 1910. Page 442. Price, 25 cents.

THE Report of the Department of Marine and Fisheries on shipping shows that the total number of vessels on the register books of the Dominion, on December 31, 1909, was 7,768, measuring 718,533 tons, an increase of 166 vessels, and 16,229 tons, as compared with 1908. The number of steamships on the register books on the same date was 3,229, with a gross tonnage of 513,962. Assuming the average value to be $30 per ton, the value of the net registered tonnage of Canada on December 31, 1909, would be $21,556,590. The number of new vessels built and registered in Canada last year was 327, measuring 25,306 tons net register. Estimating the value of the new tonnage at $45 per ton, the new vessels had a total value of $1,138,770. During the year, 246 vessels were removed from the register books. It is estimated that 36,430 men and boys, including the Masters, were employed on ships registered in Canada during the year 1909. A comparison with the other maritime states of the world, in respect to tonnage, shows that in shipping Canada retains her place as tenth.

ONTARIO REPORT.

Child-Protection Work.

Seventeenth report on Neglected and Dependent Children of Ontario. Toronto: King's Printer, 1910. Page, 137.

The seventeenth report on Neglected and Dependent Children of Ontario, for the year 1909, gives an account of the work carried on by the Children's Aid Societies, the Industrial Schools, and the Societies interested in juvenile immigration. The work of the Children's Aid Societies consists in improving the conditions of home which are unfavourable to the children, placing the children in better surroundings, where the home conditions could not be improved, and seeking to make good citizens out of children who were in danger of becoming criminals, owing to a bad environment. During the past few years, the average number of children placed out was 350, but in 1909 the total number was 605. It is estimated that ninety-eight per cent. of the children placed in foster homes turn out well, while a very large proportion of these would have been lost to the community if they had not been taken away.

It is pointed out that a large amount of disease, misery and crime is due to the slums in the large cities, and the following suggestions are made for their abolition. Rear houses and those built on the notorious alleys and lanes of the city should be pulled down. There should be a by-law that every dwelling must front on a 40 or 60-foot street, and that only one dwelling should be erected to each 20 by 100-foot lot. A philanthropic or municipal association should be formed to help workingmen to build and own their own homes, by advancing money at low interest. The poorer districts should be kept clean by the prompt removal of garbage and rubbish, the banishment of rag, bottle and junk yards, and the introduction of modern plumbing. A municipal lodging house should be erected for labourers and transients, and a municipal poor farm should be established in the suburbs for the care of the dependent and the training of inefficients.

BRITISH REPORTS.

Trade Statistics.

Annual statement of the Trade of the United Kingdom with foreign countries and British Possessions, 1909, compared with the four preceding years. Volume I, London: Wyman & Sons, 1910. Page, 652. Price, 5s., 2d.

The report on the Trade of the United Kingdom during the past five years shows that the value of imports from foreign countries increased from £438,368,020 in 1909, to £479,453,018, while in the same period the imports from British Possessions increased from £126,651,897 to £145,251,930. In the five-year period, the highest point was reached in 1907, and the lowest, in 1908. The exports to foreign countries increased from £215,599-171 in 1905, to £250,942,263 in 1909, and the exports to British Possessions from £114,217,443 to £127,238,084.

AUSTRALIAN REPORTS.

Statistics of Transport and Communication.

Commonwealth, Bureau of Census and Statistics. Summary of Commonwealth Statistics of Transport and Communication for the years 1901 to 1909. Melbourne: Government Printer, 1910. Page, 39.

The third bulletin dealing with statistics of transport and communication, issued by the Commonwealth Bureau of Census and Statistics of Australia, contains particulars relating to Government and private railways, tramways, shipping, and posts, telegraphs and telephones, for the years from 1901 to 1909. In that period, the Government railway mileage has increased from 12,579 to 15,073, and the revenue from these railways, from £11,038,468 to £14,750,207. The working expenses have increased from £7,149 060 to £8,826,325, and the net earnings, from £3,889,408 to £5,923,882. After paying working expenses and interest on loans, there was a net profit of £821,633 in 1909. The private railways in Australia, in 1908, had a mileage of 943, with a gross revenue of £560,907.

The oversea vessels entered at Commonwealth ports, numbered 2,022 in 1908, with a tonnage of 4,295,679. There were 2,719 vessels on the registers of the

several States of the Commonwealth, with a tonnage of 384,641.

Industrial Conditions of New South Wales.

Fourth annual report of the Director of Labour, State Labour Bureau of New South Wales, for the year ended June 30, 1909. Page, 55. Price, 2s., 6d.

In the annual report of the Director of Labour of New South Wales, for the year ended June 30, 1909, it is stated that the year was only fair from an industrial standpoint, droughty conditions having prevailed over most of the state for fully six months. There were fewer strikes than in the previous year, and the opinion was gaining ground in industrial circles that greater benefits were likely to accrue from the operation of the Industrial Disputes Act than from strikes. Many applications were received from trade unions for the appointment of wage boards under the Act.

There were 3,409 registrations of unemployed persons during the year, of whom 3,320 were sent to work. Out of 1,756 registered men who were notified of work awaiting them, no reply was received from 944, and work was refused by 155. The sum of £1,565, 18s., 7d. was advanced to the unemployed for the cost of railway and steamer tickets, of which £1,491, 8s., 8d. was refunded. Relief orders for food were issued to fourteen families, comprising 184 persons, at a cost of £165, 4s., 1d. In ninety-nine per cent. of the cases, labour was exacted in return for aid. A successful experiment has been tried during the last three years, in providing farm training for city youths. Out of 336 lads who had been sent to the Government farm in that period, only thirty-five proved unsuitable or unwilling to do the work.

OTHER REPORTS RECEIVED.

Canada.—Report of the first annual meeting of the Commission of Conservation of Canada, held at Ottawa, January 18 to 21, 1910.[1]

Ontario.—Annual report of the Dairymen's Associations, for 1909.

Annual report of the Bee-Keepers' Association, 1909.

Feeble-minded in Ontario: Fourth report for the year 1909.

Fourth annual report of the Ontario Railway and Municipal Board, to December 31, 1909.

Great Britain.—Report of the Royal Commission on Systems of Election.

Report of the Royal Commission on the Poor Laws and Relief of Distress. Appendix, Volumes VIII, VIIIa, XIXa, XXIII.

Australia. — Summary of Commonwealth Production Statistics, for the year 1901 to 1908.

Trade, Shipping, Oversea Migration and Finance, for January and February, 1910.

Vital Statistics of the Commonwealth, for the quarter ended December 31, 1909.

New Zealand.—Awards, Recommendations, Agreements, &c., made under Conciliation and Arbitration Act. Volume X, 1909.

United States.—Connecticut Bureau of Labour Statistics. Labour Laws of Connecticut, 1909.

Belgium.—Rapport sur la Réparation des Dommages résultant des Accidents du Travail, 1905-1908.

Rapports annuels de L'Inspection du Travail, 1908

Finland.—Statistisk Arsbok, 1909.

Undersokning af Kontors-och Handelsbitradenas.

Arbetstatisk. Utgiften af Industrylsen.

Industri-Statistik. 1907-1908.

France.—Conseil Superieur du Travail. Compte Rendu. Novembre, 1909

[1] An account of this meeting is given in the issue of *The Labour Gazette* for February, 1910, on page 912.

INDUSTRIAL ACCIDENTS AND WORKMEN'S COMPENSATION.

Statistics of Compensation and of Proceedings under the Workmen's Compensation Act, 1906, and the Employers' Liability Act, 1880, during the year 1908. London: Wyman & Sons, 1909. Page, 71. Price, 7d.

THE Report on Workmen's Compensation for 1908, issued by the Home Office of the United Kingdom, contains statistics for the first complete year during which the Act of 1906 was in operation. By this Act the field of compensation was widened by including all

occupations with but few exceptions, reducing the period of disablement from a fortnight to one week, and extending compensation to injuries caused by certain industrial diseases. Employers are required to furnish particulars as to (a) the number of fatal cases in which compensation was paid during the year, and the amount, distinguishing cases where persons wholly dependent, cases where persons partly dependent, and cases where no dependents were left; (b) the number of disablement cases in which compensation was paid during the year and the amount, distinguishing cases continued from previous years and cases in which the first payment was made during the year; (c) the duration of the compensation in disablement cases; (d) the settlement of disablement cases by lump sum payments. Collective returns were supplied by mutual indemnity societies, insurance companies and employers' associations, which accounted for sixty-nine per cent. of the total cases reported, and 71.10 cent. of the compensation. There were received 34,659 returns from individual employers, of which 31,416 reported no cases of compensation under the Act. The gross total of compensation paid under the Act, according to the returns, was £2,080,672, representing 3,473 cases of death, and 325,484 cases of disableement. It is estimated that about seven and a half million persons were employed in the industries included in these returns.

Injurious Processes in Lead Smelting.

Special report on dangerous or injurious processes in the smelting of materials containing lead, and in the manufacture of red and orange lead, and flaked litharage. By Edgar L. Collis, M.B. London: Wyman & Sons, 1910. Page, 29. Price, 6d.

A report has been issued by the Factory Department of the Home Office of Great Britain on the industries relating to the smelting lead ores and the production of red and orange lead and of flaked litharge, with a view to ascertaining the regulations required to render them safer. It is stated that there has recently been an increase in the number of reported cases of plumbism, there having been seventy cases in 1908, and sixty-six in 1909, compared with an average of thirty-four and four-tenths in the eight years prior to 1908. It is roughly estimated that over three per cent. of those engaged in lead smelting are attacked by plumbism each year, and the rate in spelter production is over one per cent. per year. In the potteries, the attack rate among all those exposed to lead contamination is about one and five-tenths per year. In certain factories specially unfavourable conditions caused an excessive prevalence of the disease.

A number of recommendations are made for the better protection of employés against the danger of lead poisoning. These provide that where a lead process is carried on, so as to give rise to dust or fumes, the floor shall be kept damp, and no material, unless damp shall remain on the floor, or moved to a furnace except mechanically. No furnace, melting pot, retort, condensing chamber or flue shall be taken to pieces or reconstructed until it is made damp. An efficient draught is required for certain processes. In cleaning flues and condensing chambers which are not damp clean respirators and overall suits must be worn. No person under sixteen years of age, and no female, shall be employed. Every employé shall be examined by the surgeon once a month, and a health register shall be kept in a form approved by the Chief Inspector of Factories. No food, tobacco or drink (other than a non-alcoholic drink approved by the surgeon) shall be brought into any place where lead process is carried on. Suitable washing facilities, and cloak-rooms and meal-rooms free from exposure to dust must be provided.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

NEW BRUNSWICK CASES.

Employés of Canadian Pacific Railway Fined.

THE examination of a fireman of the Canadian Pacific Railway, charged by the trainmaster, with being intoxicated while on duty on a special train from Perth to Woodstock, took place before Magistrate Dibblee recently, and upon being arraigned for trial the fireman pleaded guilty to drinking liquor on certain days. An engineer, also pleaded guilty to the same charge and was out on $600 bail. Each of the men was sentenced to a fine of $50 and costs or three months in jail, the magistrate saying that the conduct of the Canadian Pacific Railway employés in this section had been exceptionally good during the thirty years that he had presided over this court. No similar case had ever been before it. This being the first case and though realizing the enormity of the offence, still he would make the sentence light and give warning that after this date the maximum punishment would be inflicted on violations of this part of the code.

QUEBEC CASES.

An Alien Labour Law Case.

The case of The King vs. Abraham Sommer, an action taken under the Alien Labour Law, the charge being that Mr. Sommer had made contracts to bring over from the United States one Max Sofranski, in defiance of the provisions of the Act, has been dismissed by Judge Leet.

Before the action is taken the consent of a judge of the Superior Court must be secured. Judge Lafontaine granted this, but the complaint did not set forth sufficient details, and the document from the Superior Court did not mention the name of Sofranski.

In commenting upon this Judge Leet said, it may be urged that this is only a clerical and evident error in drafting the judgement, but in my opinion that is fatal. The case was then dismissed.

Employés vs Grand Trunk Railway.

A very important case involving points of Provincial legal jurisdiction was recently before Judge Archibald and a special jury at Montreal. It was a case of a railway labourer, who was employed by the Grand Trunk in Quebec Province and then sent to Ontario, where he became involved in a collision between Grand Trunk and Canadian Northern trains, and suffered injuries for which he claims $10,000 from the two companies. It was claimed by the railways that the law of Ontario, where the accident happened, applies, in which case the plaintiff would be non-suited by the principle of common employment, exempting the company in case of negligence by a co-employé. The plaintiffs' counsel claim that the law of Quebec, where the contract was entered into, should govern, in which case the provisions of the civil code would give him the right of action. This is the first time that this question has ever been tested and many of the leading lawyers of the city were engaged on it, as it means much for the railways. Oddly enough, the question being one of foreign law is considered one of fact, and must be decided by the jury, not by the judge.

$7.500 for Loss of Arm.

A mixed jury, presided over by Mr. Justice Archibald, awarded a verdict of $7,500 to Mr. Alphonse Marleau, who had entered a joint action for $25,000 against the Grand Trunk, Railway Company and the Canadian Northern Railway Company.

The plaintiff had one of his arms torn off in a collision that occurred between two locomotives on the Grand Trunk

line, near Hawkesbury, Ont. He was working on a snow plow and had received instructions that the line was clear and to go ahead. At about 1,500 feet from the station at Hawkesbury, the locomotive pulling the snow plow collided with another locomotive of the Canadian Northern Railway, Mr. Marleau claimed that the Grand Trunk was responsible for the accident, as he had been instructed that the track was clear, and he also claimed that the Canadian Northern was also responsible for its failure to act in conformity of the Railway Act, which stipulates that in such cases a watchman should be left at the junction of two roads. It was stated after the verdict that the case be appealed.

Montreal Sunday By-law.—Judicial Disagreements.

Two judges in the same court have rendered judgements, one upholding the validity of the Montreal city by-law permitting the opening of certain stores on Sunday; one declaring it invalid. Judge Leet ruled that the by-law did not protect a seller from the operation of the general law, and that the sale of cigars on Sunday is an offence. He imposed a fine. Judge Bazin ruled that the by-law was valid, and entitled the accused to sell. He therefore dismissed the prosecution.

There were two points raised by the defence in each case, one of which was technical, relating to the form of the procedure. The other was that the sale was permitted by the city by-law. To the latter the prosecution replied that the Legislature of the Province of Quebec, which granted the charter of the city of Montreal, had no authority to give the city any power to pass the by-law in question.

Judge Leet, in his review of this point, held that the new Federal Lord's Day Act, when it excepted from the list of unlawful acts any act made lawful "in any Provincial Act or law now or hereafter in force," could not be intended to validate laws of the Provincial Legislatures which were otherwise invalid. The federal law said it was only Acts which were "in force" that were excepted.

"It is clear that only those Acts which are enforceable can be called in force.

"An Act may not be enforceable and consequently not in force for several reasons. It may be enacted sometimes before it comes into force, or brought into force only by proclamation, or it may have ceased to be in force by limitation of time or the happening of some event, or for the very good and sufficient reason that it is absolutely void "*ab initio*", the authority pretending to enact it not having the power to do so, in which case it is never in force or enforceable for a moment, and had no legal existence. I cannot believe the Dominion Parliament ever intended to confirm *ultra-vires* Provincial Legislation. It would be undignified to do so. I cannot conceive the Parliament intended to give the Provincial Legislatures carte blanche to pass any Act, constitutional or otherwise, that might have the effect of nullifying or abrogating altogether its own Act.

"If this exception can be so interpreted as to confirm the power of the city of Montreal to allow certain persons to sell on Sundays, there is nothing to prevent the Legislature from giving the city power to pass a by-law allowing other persons, or all persons, to carry on trade on Sunday, for the power given to the Legislature for the future is precisely that which it conforms for the past.

"I therefore hold that the Provincial Legislature had not the authority to give the city of Montreal the power to pass a by-law contrary to the provisions of the Consolidated Statutes of Lower Canada, Chapter twenty-three, and I find the defendant guilty. He was fined $1.00 and costs." The defence, announced their intention of carrying the case to the Appeal Court.

On the other hand, Judge Bazin, in the case of J. A. Couillard, charged with having sold a cigar on Sunday, held a different point of view. He said, in regard to the second contention of the defence, that the Provincial Law fifty-two, Victoria, Cap. fifty-eight, cannot be held as criminal legislation, and therefore does not come under the jurisdiction of the Dominion Parliament. The law giving the power to pass a by-law for the city

of Montreal is not a prohibitive one, but simply establishes a particular mode for the maintenance of good order and local police. In any event, the general law under which the prosecution was brought, was in force only in the Province of Quebec, and the Legislature of the Province had a right to amend or correct it.

"For these reasons, I hold that the law of Quebec (fifty-two Victoria Chapter fifty-eight) is *intra vires* and constitutional, as well as the by-law passed, by the city of Montreal, based on this very law."

Another Sunday Observance Case.

A regular session of the Magistrates' Court, presided over by District Magistrate Mulvena, was lately held at Coaticook. One case was a charge of an infraction of the Sunday Observance Act, made at the instance of the Council, by Constable Garceau, who charged Emil Ayoub with keeping open his place of business for trade and selling goods for profit on Sunday. Several of the small stores in town had been keeping open on Sunday and were specially notified some time ago to desist upon penalty of the law. This man disregarded the warning. He pleaded guilty and was fined $1.00 and costs.

Moving Household Goods. Railway Company's Liabilities.

That a railway or other carrier of goods cannot be mulcted for more than the amount specified in the release form even though it was not signed by the owner of the goods, is a decision given by Judge Dorion in the Circuit Court in the case of Dinelle *vs.* the Canadian Pacific Railway. In August, 1907, the plaintiff, who was moving to St. Faustin, shipped his household goods from Montreal to that place by the defendant's railway, and when he came to take delivery of the goods at St. Faustin it was found that one package was missing. The plaintiff then sued the company for $35, the value of the package. The company pleaded the terms of the usual special release form which is signed in connection with the shipment of household goods, by which the liability is limited to $5 for any one package and the company tendered this sum to the plaintiff together with the costs and deposited the money in Court. The evidence showed that the goods had been taken to the station by the plaintiff's brother-in-law, who had signed the release in his own name. The Judge held, however, that the release was binding upon the plaintiff, and that, in the absence of any fraud, the plaintiff must abide by the contract.

ONTARIO CASES.

Master and Servant.—Negligence.

Plaintiff brought action to recover damages for injuries received by falling from a gangway which was used in going to and from his work in a building, basing his right against contractor W. for breach of his duty to provide a safe and sufficient gangway, and to keep it in such condition, and basing his right to recover against contractor R. on alleged interference by him with the gangway, which contributed to its unsafe condition. The action was tried by Chief Justice Meredith, who dispensed with the jury, except as to damages, which the jury assessed at $800. He held, that there was nothing to indicate to the plaintiff that a certain addition which was made to the gangway by widening it was not intended to be used as part of the gangway, and that it was the duty of L. (W's foreman) to see that it might be safely used in its altered state, which could have been readily ascertained by an inspection of it. It if had been inspected the accident would not have happened. The Chief Justice held also, that the accident was caused by L's negligence in performance of the duty, with which he was entrusted by the defendant W., of seeing that the ways, etc., were in proper condition; that the plaintiff was not guilty of contributory negligence; and that he was entitled to judgement against W. for $800, the damages assessed by the jury, with costs. Action against R. dismissed, without costs.

(Christie v. Webb & Richardson, 15 Ontario, W. R. 802.)

Railway Company's alleged Negligence.

Action by plaintiff to recover damages for death of her son, the senior brakeman on defendant's train, by which he was killed. Deceased had charge of the signals by which the engine's movements were governed, and he lost his life by catching his foot between two converging rails, and, not being able to extricate it in time, was run over by the backing train. Plaintiff alleged that the train was negligently backed upon deceased without a signal. At the trial the jury found in favour of plaintiff and awarded her $500 damages. Upon appeal to the Court of Appeal it was held, that the question as to what is the proper number of men to carry on such operation —it being alleged by plaintiff that there was insufficient help for that purpose at the time the accident occurred— was not a question upon which juries could be permitted to trust to their own knowledge; that there must be evidence from witnesses duly qualified to express an opinion; and that, there being a total lack of such evidence, the appeal should be allowed, and the action dismissed, with costs if demanded.

(Canty v. Canadian Pacific Railway Company, 15 Ontario, W. R., 831.)

Attempt to Board a Train.—Railway Company not Negligent.

Plaintiff was a labourer in the employ of contractors grading a portion of defendants' line of railway. In attempting to board a moving train, plaintiff came in contact with a baggage truck left standing on the station platform, with the result that his leg was broken. Plaintiff sued to recover damages alleging negligence in (1) the truck; (2) inviting the plaintiff to board and starting too soon; (3) appliances for boarding the train imperfect and out of repair. At the trial Mr. Justice MacMahon held, that plaintiff had failed to establish negligence against defendants, and that plaintiff was himself negligent in attempting to board the train when in motion, and dismissed the action. Upon appeal to the Court of Appeal this judgement was confirmed.

(Perdue v. Canadian Pacific Railway Company, Ontario W. R. 836.)

Master and Servant.—No Negligence.

Plaintiff, a servant of defendants, sued to recover damages for injuries sustained while obtaining a load of sand from defendants' pit, by a large lump of frozen clay falling from the bank above, and breaking his leg, owing to the alleged negligence of defendants. At the trial Sir John Boyd, Chancellor entered judgement for plaintiff for $800, on the findings of the jury that the defendants were negligent in failing to see that the pit was kept in proper condition and in failing to remove a projection of clay. This question was also put to the jury: "Was there any special danger at the said bank known to the defendants, or either of them, which was not equally known to the plaintiff? If so, what was it?" The jury answered—"Yes, by knowing the pit best." The trial judge's judgement above mentioned, on these findings, was appealed against to the Divisional Court, where it was held that the whole situation was as well known to plaintiff as to the defendants, and that having chosen his own time to go into a situation of such obvious danger (i.e., in the dusk of a winter's evening), the defendant's ought not to be held liable. Appeal allowed and action dismissed.

(Arnold v. Stothers & Gaby, 16 Ontario, W. R. 234.)

A Transfer Baggage Case.

Judgement was given recently in the case of Maria Murphy vs. M. R. Dunlop in the Carleton county court. On December 27, 1909, Mrs. Murphy, who resides at 704 Gladstone avenue, employed Dunlop, a transfer man in Ottawa to take her trunk down to the Union station in order to meet a train going west at 1:55 p.m.

The defendant took the trunk down, but left it on the platform of the station, when it should have been in the baggage room. Meanwhile the plaintiff became ill, and could not catch the 1:55 train, and the trunk stayed on the platform for the rest of the afternoon.

Next day, Mrs. Murphy called down to the station for her trunk, but it was gone, with contents valued at $180. The plaintiff, therefore, brought damages

against Dunlop, as he had neglected to put her trunk in the baggage room.

Judge Smith, however, decided that the man was responsible for her trunk only until the train went out, and accordingly dismissed the case.

An Employés' Stock Agreement Case.

The case of Gee v. the Eagle Knitting Company was tried lately before Justice Sutherland, and decided in favour of the defendants. The question at issue was the construction of an employés' stock agreement whereby Col. J. R. Moodie, the president of the Eagle Knitting Company, set aside certain paid-up stock of the company, which certain employés were given the opportunity to earn during a period of ten years in yearly instalments, at the same time receiving the dividends on the whole amount of the stock set aside for the several employés. The object of this, as explained by Mr. Moodie, was to encourage faithfulness and diligence in the discharge of their duties on the part of the employés thus benefited. The plaintiff's employment was terminated when five years of the ten years' period had elapsed, and when the Company sought to redeem the stock transferred to the plaintiff in accordance with this agreement at par as provided for in the agreement, the plaintiff demanded that the unearned stock should also be redeemed at par. The amount in question was $2,500, and the Company disputed the plaintiff's claim and that the agreement could bear such a construction as he placed on it, and that if necessary the agreement should be re-formed.

After a hearing extending over the whole day, and the examination of quite a number of witnesses, the judge dismissed the plaintiff's action with costs, deciding in favour of the defendants' contention on every ground.

Co-operative Society Fined—Judgement Reversed by High Court.

The Preston Co-operative Association, Limited, organized under the Ontario Companies' Act, 1907, was recently fined $1 and costs by a local magistrate, for having violated the provisions of a local by-law relating to transient traders. An appeal was carried to the High Court and judgement rendered quashing the conviction on the ground that there was no evidence whatever that the defendants occupied their premises for a temporary period only. No action is to be brought against the magistrate nor any one acting on the conviction, and if the costs are paid, no action against the informant or town.

MANITOBA CASES.

Claim for Damages Against Railway Company.

In the supreme court of Canada, at its recent sittings, argument in the Canadian Northern Railway Company vs. T. D. Robinson was heard, Plaintiff (respondent) obtained an order from the Board of Railway Commissioners, in 1906, requiring the Company to replace a spur track to a siding in his yard in Winnipeg, which they had removed in November, 1904, and to supply transportation facilities there. On appeal the Supreme court of Canada held that the order was validly made by the Board under its statutory powers. In the meantime, through subsequent proceedings before the Board, railway connection was supplied on and after September, 27, 1906.

In October, 1908, the plaintiff sued the Company for $12,000 damages on account of failure to furnish reasonable and proper transportation facilities at his yard between the time when the tracks were torn up in 1904, and the time the siding was laid in September, 1906.

At the trial in the court of King's bench, Judge Metcalfe gave judgement against the Company, and ordered a reference to ascertain the damage.

This judgement was affirmed by the Court of Appeal for Manitoba. On the appeal it was contended that the Provincial court had no jurisdiction to entertain an action for damages for the causes alleged, and that the Board alone could give relief; also that by taking subsequent proceedings, under the Act of 1906, the plaintiff had aban-

doned all benefit from the former order, and that all right of action was barred by the limitation of one year provided by section 242 of the Railway Act of 1903. Judgement was reserved.

ALBERTA CASES.

Damages Under Building Contracts.

The defendants contracted to erect a building for the plaintiffs and to complete it by the tenth of January. On June 8, three weeks after the defendants had, as they alleged, completed the building, it collapsed, because, as was found, the stone work in the foundation had not been properly done. The contract stated that the work was to be done to the satisfaction of the architects, and also that no certificate be given or payment made under the contract, except the final certificate or final payment, should be conclusive evidence of the performance of the contract, either wholly or in part, and that no payment should be construed to be an acceptance of defective work or improper materials. In an action to recover the amounts expended by the plaintiffs in completing the building which the defendants had contracted to erect for the plaintiffs, and also to recover $17 a day, under the contract, for delay and other damages, Mr. Justice Stuart, who tried the action, held that no such direct expression of satisfaction was ever made by the architects as should be held, in the circumstances of the case, to be binding upon the plaintiffs, whose agents they were. The work in fact had not been properly completed, as the actual collapse shewed; and, in such circumstances, any expression of satisfaction by the architects must, in order to bind the plaintiffs, be clear and unambiguous, and must not be merely inferred from the facts proved. On June 8, the defendants had not completed the work to the satisfaction of the architects, and, when the building on that day collapsed, they were still bound to take up the work and complete it. A proper notice was given to them asking them to do so, and they refused. After the necessary time stipulated for in the contract had elapsed, the plaintiffs went on and completed the work and were entitled, under the terms of the contract, to recover from the defendants, the amounts expended by them in reconstructing the building and finishing it according to specifications. The plaintiffs were also entitled to recover at the rate of $17 a day (fixed by the contract), for the time which elapsed between January 10 and the date on which they entered into complete use and possession of the building. As the contract did not authorize the plaintiffs to deduct this amount from payments made, their omission to do so did not prevent them from recovering. But the plaintiffs were not entitled to damages for loss of business owing to the delay after the collapse, there being no definite evidence to sustain a claim therefor. Nor were they entitled to damages for implements injured in the fall of the building; they entered into possession before completion of the building at their own risk. On the defendants' counterclaim they were entitled to credit for such charges as should be found upon a reference to be properly due in respect of extras. Plaintiffs were given the costs of the action, but no costs of the counterclaim were given to either party.

(Cockshutt Plow Company v. Alberta Building Company, 13 Western L. R. 234.)

BRITISH COLUMBIA CASE.

Workmen's Compensation Case.

A decision of importance to miners has been given by Chief Justice Hunter at Fernie, B.C. Joseph Moore was hurt in a mine at Coal Creek in January, 1908. At that time claims were dealt with by a joint committee of operators and men. The case came before this body, and as a result he was paid the compensation to which he was entitled for some thirty-eight weeks.

The Company suddenly ceased payments and stated that this committee was not legally formed and its decisions did not bind them. Moore then began

proceedings under the Workingmen's Compensation Act, but was met with the objection that no notice of injury had been given to the Company. The arbitrator, his Honor Judge Wilson, held that after paying Moore for thirty-eight weeks it would be unjust to allow the employers to take the ground that they had had no notice of accident. The Company appealed this decision, with the result that the arbitrator's findings were upheld, and the Company ordered to continue payments.

Court of Appeal Judgement in Traders' License Case.

"The contention of the city of Victoria, that to grant a license to a trader, without compelling him to sign a memo. that he would do business only on week days, would amount to an authority by the city to such trader to commit a breach of the Lord's Day Act, or any other law, is, in my opinion, quite fallacious."

This was the view of Chief Justice Macdonald in delivering judgement in the traders' license case of Vasilatos v. Victoria, in which Mr. Justice Martin and Mr. Justice Galliher agreed with the Chief Justice in dismissing the city's appeal.

The appeal was from the order of Mr. Justice Irving granting the applicant a mandamus to compel the city to issue him a traders' license notwithstanding his refusal to sign an agreement, in effect, not to carry on his business of a vendor of fruit and light drinks on the Sabbath.

"Section 175 of the Act in question," His Lordship says, "was in my view meant to confer upon the city merely the power to impose a tax for revenue purposes. A trader has the right to carry on his lawful business subject only to the liability to pay that tax. I do agree with the proposition that what the city had the power to do directly, it could do indirectly. If that were so, the city could refuse to permit a trader to carry on business by refusing a license. Indeed, if that argument were sound, there would be no ends to impediments which the city under cover of a by-law of this kind could throw in the way of legitimate trading."

To this the Chief Justice adds the paragraph above quoted, and concludes: "As to whether the use of Form B, in the by-law, is mandatory or not, I am inclined to think it, but I do not decide that. What I do decide is that the license must be either in that form or to that effect, and cannot be withheld until conditions such as are imposed by this by-law are complied with by the trader. The appeal will be dismissed."

Mr. Justice Martin said he had come to the same conclusions for other reasons which he would later give in writing.

Master and Servant—Contract of Hiring.

The plaintiff was engaged by the defendants as a surveyor's assistant, the terms of hiring being, as he expressed it, "on a monthly basis." He was discharged without notice, and without any cause which would entitle the defendants to discharge him without notice. In an action in a County Court, the plaintiff claimed one month's wages in lieu of notice, $75, and the amount paid by him for one month's board and lodging, $30. In making up the account between the parties the County Court Judge made certain deductions from the amount claimed ($105), and judgement was entered for plaintiff for $98 and costs. Upon an appeal to the Court of Appeal, it was held by Chief Justice Macdonald and Mr. Justice Galliher that, assuming that a contract on a monthly basis could, in the absence of agreement or custom, be terminated only on reasonable notice, a custom or usage, alleged by the defendants to exist among surveyors and engineers and persons employed by them, that employment may be terminated on either side without notice, was well proved being practically uncontradicted. It was held, on the other hand, by Mr. Justice Irving and Mr. Justice Martin, that there was no satisfactory proof of the alleged usage or custom, and, no reason-

able notice having been given, the plaintiff was entitled to damages. The Court being equally divided, the judgement of the County Court judge in favour of the plaintiff was not disturbed.

(Andrews v. Pacific Coast Coal Mines, Limited, 13 Western L. R. 306.)

UNITED STATES CASE.

Hours of Railway Employés.

Announcement was made by the Interstate Commerce Commission that United States District Judge Page Morris, holding court in Iowa, had decided that the federal law regulating the hours of service of train crews on interstate railroads was constitutional.

The attorneys for the defendant—the Illinois Central Railroad—attacked the constitutionality of the law on thirteen different grounds. Their principal reliance, however, was upon the decision of the United States Supreme Court in the employers' liability cases. In its statement the Commission says:

"In the interpretation of the hours of service act, which limits the service of the train crew to sixteen hours in any twenty-four hour peroid, the court held that the performance by the engineer of duties required by the rules of the Company in preparation for a trip during the half hour previous to the scheduled time for the departure of a train from an initial terminal, made such engineer on duty during such half hour, and that this time must be included in the time of permitted service."

The case was a test case, the statement concludes. It was the first decision by any court upon the constitutionality of the law and the first judicial interpretation of its provisions.

THE

LABOUR GAZETTE

AUGUST, 1910.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF JULY, 1910.

I.—GENERAL SUMMARY.

UNCERTAINTY with regard to the western crop yield, following reports of damage by drought in the southern sections of the North-west Provinces, caused some cessation in the upward trend of trade and industry which has been marked throughout Canada since the beginning of the present season. Some retrenchments in manufacturing were made. Another result was to render a larger supply of workmen available in Western Canada for the railway construction camps, which have been seriously handicapped for some time by scarcity of labour, especially in British Columbia. In Ontario and Eastern Canada, however, the crops promise exceptionally well, and the general outlook is favourable. The lumbering and mining industries had a good month, but fishing was quiet. In transportation circles, an unfavourable incident of the month was the strike of conductors and trainmen on the Grand Trunk Railway system, which seriously hampered the movement of freight, and was felt injuriously by general industry over a wide area in Ontario and Quebec. Otherwise, transportation employés were busy, and traffic, both freight and passenger, was heavy. The immigration movement continued very large. For general labour the month has been a very active one, and the outlook is for a continuance of similar conditions during the rest of the season.

Changes in Wages and Hours of Labour.

The following is a statement by industries and groups of trades of the more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during July, 1910.

Building trades.—Carpenters and joiners (100) at St. Catharines obtained an increase from 33 to 35 cents per hour. Plumbers (150) at Ottawa had their minimum scale advanced from 36 to 39 cents per hour; the eight-hour day will prevail during one-half of the year.

Printing trades.—The eight-hour day went into effect at Chatham, Ont., with an allowance of time-and-a-half for overtime. An increase from $24 to $25.50 per week was obtained by job printers at Vancouver, B.C. Printers at London, Ont., received an increase of $1 per week.

Civic employés.—Civic employés and corporation labourers at St. Catharines, Ont., obtained substantial increases.

Street railway employés.—At St. Thomas, Ont., thirty-five street railway employés obtained a rearrangement of schedule, involving an increase of 1 cent per hour for new employés. Employés of the British Columbia Electric Railway Company, to the number of 510, were granted an increase of 5 cents per hour.

Railway employés.—Commercial telegraphers, conductors and trainmen em-

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

ployed by the Canadian Pacific Railway Company obtained new schedules. On the Toronto, Hamilton and Buffalo Railway, conductors and trainmen were granted similar concessions.(1) Grand Trunk Railway truckers at Brantford, Ont., had their wages increased from 14½ to 15 cents per hour. Certain turners and hustlers of the Canadian Pacific Railway obtained an advance. A new wage schedule affecting miscellaneous employés on the Intercolonial Railway system went into effect. Following the strike of Grand Trunk Railway conductors and trainmen, an agreement granting increases to the men was arrived at. Similar employés on the Père Marquette, Michigan Central and Wabash systems obtained increases.*

Interruptions to Industries.

Among industrial establishments, etc., destroyed by fire or through other causes during July, 1910, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.—Church at Prospect.

New Brunswick.—On July 11–12 a disastrous conflagration swept away the entire town of Campbellton, rendering about 5,000 people homeless. The estimated loss is over $3,000,000, and the insurance slightly over $1,200,000. The Intercolonial Railway lost a railway station, freight house, round house and shop, and seven locomotives. Branches of the Bank of Nova Scotia, Bank of New Brunswick and the Royal Bank of Canada were destroyed, also the, Post office, four mills and much sawn lumber and shingles one sash and door factory, one foundry and machine shop, five churches, one convent, five large hotels, many stores and smaller business stands and several hundred private residences.

Serious fires during July occurred in other parts of New Brunswick, notably: The Scott Lumber Mill at Magagundavic, July 2, loss, $25,000; the Miller Tanning and Extract Factory at Mortimore, July 9, loss2 $0,000; Keith's Rotary Mill at Charles, July 11, loss $14,000;and Windsor's Lodster Factory, at New Mills, July 11, loss $2,500; 1,000,000 feet of lumber, at Booth Station, loss, $20,000.

Quebec.—Outbuildings and contents at Beaupré; large stables at Buckingham, loss, $4,000; sawmill at Bury, loss, $10,000; 1,200 cords of pulp wood, at Dallaire's siding, loss, $6,000; outbuildings and contents at Lachenaie, loss, $2,500; store and residence at Les Eboulements, loss, $12,000; business block at Mansonville, loss, $25,000. At Montreal, sawmill, (partial), loss, $1,000; carpenter shop, loss, $2,000; sawmill, loss, $10,000; gas tank at brewery; boot and shoe store, loss, $20,000. Lower part of village of St. Jacques de l'Achigan, loss, $75,000; stores and residence at St. DoRinique, loss, $15,000; bobbin factory at Sherbrooke, (partial) loss, $1,500; chair factory at Victoriaville, loss, $30,000.

Electric storms in the last week of the month caused much damage in several sections of the Province, barns being destroyed with contents at Bromptonville, Contrecoeur, North Marston, Nicolet Falls and Rouville.

Ontario.—Freight sheds and contents at Allandale; railway station at Amigari; brewery at Brantford, loss, $50,000 (ten hands thrown out of work) furniture factory, at Berlin, loss, $40,000; brick factory at Hamilton; business block at Highgate, loss, $17,000; summer resorts at Keewatin; laundry at London, loss, $5,000; chemical factory at Longford Mills, loss, $1,700; Cochrane (west of) railway camp, loss, $30,000; sawmill and five houses at Norman, loss, $5,000; rag yard at Ottawa, loss, $1,000; public hall at Ottawa, loss, $3,000; business blocks and residences at Owen Sound, loss, $50,000; powder factory at Sand Point, loss, $4,000; business block at Toronto, loss, $15,000; grist mill and elevator at Tupperville, loss, $10,000. At Toronto, wharf, loss, $15,000; stable and contents, loss, $5,000; school at Uxbridge, loss, $15,000; box factory at Waterloo, loss, $25,000. Barn in Chatham township.

Manitoba,—Elevator at Beverley, loss, $25,000; hotel at Brandon, loss, $36,000. Barn at Souris.

Saskatchewan.—Eastern portion of village of Morz, loss, $50,000.

Alberta.—Livery barn at Claresholm, loss, $20,000; elevator and 10,000 bushels of grain at Crossfield; storehouse and contents at Lethbridge, loss, $3,000.

British Columbia.—Powder plant at Departure Bay; 2,000,000 feet of logs at Galen a Bay, loss, $100,000; sawmill and lumber at Golden, loss, $300,000; freight shed at Moyie; church and convent at Nanaimo, loss, $25,000; herring salteries at Nanaimo, loss, $15,000; business block and four residences at Nelson, loss, $40,000; cannery at Steveston; lumber yards at Vancouver, loss, $5,000; the town of Whitewater was destroyed by bush fires, which caused considerable damage through the Kaslo district.[1]*

Conditions in the Industries and Trades.

Conditions of employment during July, in the several industries and groups of trades throughout Canada, as indicated by reports of correspondents of *The Labour Gazette*, and by information received at the Department of Labour from other sources, may be briefly summarized as follows:—

Agriculture.

The outlook for the Western crop yield was less favourable at the close of July than in the earlier weeks of the season. This was due to drought in the closing weeks of June and the first half of the past month. During the second half of the month, abundant and general rainfalls materially improved conditions. The effects of the drought, however, will be severe in the southern portions of the three Prairie Provinces, and the estimates of the total crop yield show a shrinkage, as compared with last year. The yield

[1] A copy of this agreement is published elsewhere in the present issue.

[1] See report of Nelson correspondent.

of wheat is now placed at 90,000,000 bushels. The harvesting season will be earlier, cutting having been begun in a few localities, in the closing days of the month. An official bulletin on the situation in Saskatchewan concludes as follows:—

"In the judgement of practical experts the present outlook is that in no considerable area of the Province this year will less than a fair profitable crop be reaped from land that has received sufficiently timely work, intelligently performed, to justify the farmer in expecting a fair return for his labour."

In Ontario crop reports have been uniformly favorable. Hay has been a heavy crop, and fall wheat an exceptionally good yield, though the harvesting of both was hampered by the prevailing rains. In Quebec and Eastern provinces also, growth has been rapid, and a good hay crop is assured. In the dairying branch, a good flow of milk is reported, and the make of cheese has been heavy as a result of the good pasturage. The yield of small fruits has been abundant, and a fair return from other fruits is expected. The fruit outlook is particularly favourable in British Columbia. Prices for agricultural products were generally firm to upward during July. Wheat advanced and was followed by a rise in flour.

Fishing.

The month was quiet in the Maritime Provinces. Coast fishermen reported small catches. The lobster season closed about the middle of the month, and though the catch was fair in several sections, in others it was light, owing to stormy weather. Prices were good. The month was without incident on the Great Lakes. In British Columbia, the salmon run on the Skeena river has been heavy, but on the Fraser, it has been light. Twenty-five cents per fish was fixed as the price for sock-eyes, on the Fraser and gulf, by the British Columbia Salmon Canners' Association. The whale fisheries off Vancouver Island have had a successful season. An improved market for British Columbia salmon in Australia has been ensured by the action of the Government of the Commonwealth, in allowing the term "sock-eye" to be used on the labels only of salmon imported from British Columbia and the waters of Puget Sound adjacent. The Pacific Whaling Company, with headquarters at Victoria, B.C., will engage with five vessels in deep sea halibut fishing during the coming winter season.

Lumbering.

Mills throughout Canada continued active. The water supply sufficed for sweeping and driving. Market conditions were favourable, and the volume of trade satisfactory. The closing of J. R. Booth's mills at Ottawa for some days during the strike of Grand Trunk Railway Company conductors and trainmen, threw about 2,000 men temporarily out of employment. In British Columbia, the output was large, and the demand steady.

Two parties of engineers have begun the work of surveying the forest reserve which the Dominion Government has set aside on the eastern slope of the Rocky mountains.

At the annual meeting of the Province of Quebec Lumber Limit Holders' Association several resolutions were submitted for the consideration of the Provincial Government.

Mining.

Employment was active, and outputs large throughout Canada. The Nova Scotia collieries were producing steadily, though with some broken time on account of holidays. Throughout New Brunswick, Quebec and Ontario metalliferous production was on a heavy scale. In British Columbia, active conditions prevailed in the metalliferous camps of the interior. It has been decided to close down the LeRoi mine. The Crow's Nest Pass and adjacent collieries were producing steadily, and employment was active in the Vancouver Island collieries.

A new scale of contribution to the relief societies, following the consolidation of the relief societies of employés of the Dominion Coal Company, came into effect on July 1. The members' monthly contribution is 50 cents, and the coal Company will contribute equally with its employés. The weekly benefit for disability through sickness or accidents, is $6.

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of *The Gazette* as published in the present issue several trades and industries throughout the Dominion. The table has reference only to the amount of employment headings in *The Gazette*. In tabulating the information in question, the terms employed are divided into two groups, the very active, (2) quiet and very quiet.

City and district of correspondent.	Agricultural operations.	Fishing.	Lumbering (including sawmilling.)	Mining.	Manufacturing.	Railway construction.	Building trades.
Nova Scotia—							
1—Sydney	Active	Quiet	.....	Active	Very active	.....	Active
2—Westville	Active	Active	Active	Active	Active	.....	Active
3—Halifax	Active	Quiet	.....	.....	Active	.....	Very quiet
4—Amherst	Active	Active	.....	Active	Very active	.....	Active
Prince Edward Island—							
5—Charlottetown	Very active	Active	.....	.....	Active	.....	Active
New Brunswick—							
6—Moncton	Active	Active	Active	Active	Very active	Active	Active
7—St. John	Active	.....	Active	.....	.....	Active	Active
8—Newcastle	Active	Active	Very active	.....	.....	.....	Active
Quebec—							
9—Quebec	Active	.....	Active	.....	Active	.....	Quiet
10—Sherbrooke	Active	.....	Active	Very active	Very active	.....	Active
11—Three Rivers	Very active	Active	Active	.....	Active	Active	Active
12—St. Hyacinthe	Active	.....	.....	.....	Very active	.....	Active
13—St. Johns and Iberville	Active	Active	.....	.....	Very active	.....	Active
14—Sorel	Very active	.....	.....	.....	Very active	.....	Active
15—Maisonneuve	Active	.....	.....	.....	Very active	.....	Active
16—Montreal	Active	.....	.....	.....	Very active	.....	Active
17—Hull	Active	.....	Active	.....	Active	.....	Active
Ontario—							
18—Ottawa	Very active	.....	Active	.....	Very active	Active	Very active
19—Kingston	Very active	Active	Active	Active	Active	.....	Active
20—Belleville	Active	Active	Active	Active	Very active	Active	Active
21—Perterborough	Active	.....	Active	.....	Very active	.....	Active
22—Toronto	Very active	.....	.....	.....	Very active	.....	Very active
23—Niagara Falls	Very active	.....	.....	.....	Very active	Active	Active
24—St. Catharines	Very active	.....	.....	.....	Very active	.....	Active
25—Hamilton	Active	.....	.....	.....	Very active	Active	Active
26—Brantford	Active	.....	.....	.....	Very active	.....	Very active
27—Guelph	Active	.....	.....	.....	Very active	.....	Active
28—Berlin	Active	.....	.....	.....	Very active	.....	Active
29—Woodstock	Active	.....	.....	.....	Very active	.....	Quiet
30—Stratford	Very active	.....	.....	.....	Very active	.....	Active
31—London	Very active	.....	.....	.....	Active	.....	Active
32—St. Thomas	Very active	.....	.....	.....	Very active	.....	Active
33—Chatham	Active	.....	.....	.....	Active	.....	Active
34—Windsor	Active	.....	.....	.....	Very active	.....	Very active
35—Sault Ste. Marie	Quiet	Quiet	Quiet	.....	Active	.....	Very activ
36—Port Arthur & Fort William	Active	.....	Active	.....	Active	Active	Active
Manitoba—							
37—Winnipeg	Active	.....	Active	.....	Active	.....	Very active
38—Brandon	Very active	.....	.....	.....	Active	.....	Active
Saskatchewan—							
39—Regina	Active	.....	.....	.....	Very active	Active	Active
40—Moose Jaw	Active	.....	.....	.....	Active	.....	Active
Alberta—							
41—Calgary	Active	.....	.....	.....	Active	Active	Active
42—Edmonton	Active	.....	.....	.....	Active	Very active	Active
43—Lethbridge	Active	.....	.....	Very active	Active	.....	Quiet
British Columbia—							
44—Nelson	.....	.....	Very active	Very active	.....	.....	.....
45—New Westminster	Active	Quiet	Very active	.....	Active	.....	Active
46—Vancouver	Active	.....	Active	.....	.....	.....	Active
47—Victoria	Active	.....	.....	.....	Very active	.....	Very active
48—Nanaimo	Active	Quiet	Active	Active	.....	.....	Active

CANADA DURING THE MONTH OF JULY, 1910.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken as to wage changes, trade disputes and kindred phenomena treated under separate order indicating in each, the degree to which general conditions were favourable or unfavourable, as follows: (1) active

	Metal, engineering and ship-building.	Wood-working.	Printing and Allied trades.	Clothing.	Food and tobacco preparation	Leather.	General transport.	Miscella-neous.	Unskilled labour.
1—	Active	Active	Active	Active	.....	.....	Active	Active	Quiet
2—	Active	.....	Active	Active	Active	.....	Active	Active	Quiet
3—	Quiet	.....	Active	Active	Active	.....	Active	Active	Quiet
4—	Active	Active	Active	Active	Active	Active	Active	Active	Active
5—	Active	Active	Active	Active	Active	Active	Active	Active	Active
6—	Active	.....	Active	Active	Active	Active	Active	Active	Active
7—	Active	.....	Active	Active	Active	.....	Active	Active	Active
8—	Active	.....	.....	.....	Active	.....	Active	.....	Active
9—	Active	.....	Active	Active	Active	.....	Active	Active	Quiet
10—	Active	Active	Active	Active	Active	.....	Active	Active	Active
11—	Active	Active	Active	Active	Active	.....	Active	Active	.....
12—	Active	Active	Active	Active	Active	Active	Active	Active	Active
13—	Active	Active	Active	Active	.....	.....	Active	Active	Active
14—	Active	Active	Active	.....	.....	.....	Active	Active	Active
15—	Active	Active	Active	Active	Active	Active	Active	Active	Active
16—	Active	Active	Active	Active	Active	Active	Very active	Active	Active
17—	Active	Active	.....	.....	.....	.....	Active	Active	Very active
18—	Active	Active	Very active	Active	Active	Active	Very active	Active	Very active
19—	Active	Active	Active	Active	Active	Active	Active	Active	Active
20—	Active	Active	Active	Active	Active	Active	Active	Active	Active
21—	Active	Active	Active	Active	Active	.....	Active	Active	Active
22—	Active	Active	Active	Active	Active	Active	Active	Active	Active
23—	Active	.....	.....	Active	Active	.....	Active	Active	Quiet
24—	Active	Active	Active	Active	Active	Active	Active	Active	Active
25—	Active	Active	Active	Active	Active	Active	Active	Active	Active
26—	Very active	Active	Active	Very active	Active	Active	Very active	Active	Very active
27—	Active	Active	Active	Active	Active	.....	Active	Active	Active
28—	Active	Active	Active	Active	Active	Active	Active	Active	Active
29—	Very active	Active	Active	Active	.....	.....	Active	Active	Very active
30—	Active	Active	Active	Active	Active	Active	Active	Active	Active
31—	Active	Active	Active	Active	Active	.....	Active	Active	Active
32—	Active	.....	Active	Active	.....	.....	Active	Active	Very active
33—	Active	Very active	Active	Active	Active	.....	Active	Active	Active
34—	Active	Active	Very active	Active	Active	.....	Active	Very active	Very active
35—	Active	Active	Active	Active	Active	.....	.....	Active	Active
36—	Active	Active	Active	.....	Active	.....	Active	.....	Active
37—	Active	Active	Active	.....	.....	.....	Active	.....	Very active
38—	Active	Active	Active	Active	Active	.....	Very active	Active	Very active
39—	Very active	Active	Active	Active	Active	.....	Active	Active	Active
40—	Active	Active	Active	Active	Active	.....	Active	Active	Active
41—	Active	Active	Active	Active	Active	Active	Active	Active	Active
42—	Active	Active	Active	Active	Active	.....	Active	Active	Active
43—	Active	.....	.....	.....	.....	.....	.....	.....	Active
44—	.....	.....	.....	.....	.....	.....	Active	Active	Very active
45—	Active	Active	Active	Active	Active	.....	Active	Active	Very active
46—	Active	Active	.....	.....	.....	.....	Active	Active	Active
47—	Active	.....	Active	.....	.....	.....	Active	Active	Active
48—	Active	Active	Very active	Active	Active	.....	Active	Active	Very active

The annual report for the year ended May 31, 1910, of the Amalgamated Asbestos Corporation, Limited, shows profits of $517,969.

Manufacturing.

Conditions were generally unchanged from last month, though there was a slackening in certain lines following upon unfavourable crop reports. In most branches and localities, however, industrial establishments continued to operate with full staffs, and many reports of overtime and additions were received.

A feature of the past few months has been the extent to which new manufacturing concerns have been established. At Montreal alone, it is estimated that over forty new companies, representing a capitalization of over $40,000,000, have been projected this year.

Railway Construction.

The month was very busy throughout Canada, and good progress was reported on the several contracts under way. The supply of labour was somewhat more abundant in the Prairie Provinces, but in several other districts men were in active demand.

The output of cars from Canadian car shops this year is expected to exceed largely that of any previous season. The three plants of the Canadian Car Company alone, have orders for 12,000 cars, and are giving employment to 3,500 men.

General Transport.

Railway and steamboat traffic, except to the extent in which the strike conditions on the Grand Trunk Railway system interfered with operations, was very heavy, and earnings of transportations companies were generally in excess of the corresponding period of 1909. Electric railways were very active, street railway earnings in most of the larger centres showing heavy increases, compared with last year. Canal traffic has been very heavy. A summary of the July traffic through the Sault Ste. Marie Canals, is as follows:—

	U. S. Canal.	Canadian Canal.	Total.
Vessel passages No....	2,180	1,062	3,242
Register'd Tonnge, Net	4,503,715	3,372,743	7,876,458
Freight—			
East Bound Net tons	2,570,230	4,940,006	7,510,236
West Bound Net tons	1,852,703	612,234	2,464,937
Total freight Net tons	4,422,933	5,552,240	9,975,173

The Trades.

Building.—Building continued with unabated activity in most of the large centres, and with only local exceptions, the various branches of the building trades were well employed. It was estimated that the number of permits issued during the first six months of 1910, and the value of buildings represented therein, exceeded the record of the corresponding period in any previous year.

Metal and woodworking.—The metal, engineering, shipbuilding, woodworking and furnishing trades had a good month, The activity of industrial establishments. noted in the earlier months of the season, has been well maintained.

Printing.—Reports received were uniformly of a favourable nature, employment being for the most part active, and in some localities very active.

Clothing.—Journeymen tailors were somewhat quiet, but garment workers were active, and boot and shoe workers increased in activity. There was a demand for female labour in whitewear establishments.

Leather.—The volume of trade continued steady. Tanners, curriers and leather workers had a fair month.

Textile trades.—Conditions showed little change from those of the preceding month. Woollen workers were active. Cotton mills continued fairly busy.

Food and tobacco preparation.—Business was steady among bakers and confectioners. The new bread law of Ontario came into effect on July 1, and was the subject of considerable discussion. The summer confectionery trade has been of good proportions. Tobacco workers and cigarmakers had an active month.

Miscellaneous.—Retail clerks, barbers, hotel and restaurant employés, &c., had a good month's employment. The tourist

trade has been heavy, though late in opening. There was a general and very active demand for domestic servants.

Unskilled labour.—Workmen in this class had a very busy month, and were in demand in many sections, though the supply was larger in Western Canada than during June.

Canadian Trade and Revenue.

Foreign trade.—During June, 1910, the total value of imports into Canada entered for consumption was $39,705,237, compared with $31,341,542 in June, 1909. For the first three months of the present fiscal year ending June 30, 1910, the total value of imports entered for consumption was $109,384,187, compared with $82,102,190, in the corresponding period of the last fiscal year. The total value of domestic exports during June, 1910, was $24,793,824, compared with $21,654,000 in June, 1909. The domestic exports during the three months ending June 30, 1910, were $57,648,937, compared with $49,327,004 in the corresponding months last year. During June, there were increases in exports of the mine, the fisheries, the forest, agriculture and manufactures, and decreases in exports of animals and their produce. The grand total of Canadian trade for June, 1910, was $66,011,824, compared with $55,657,201, in June, 1909, and for the three months ending June 30, 1910, $171,173,690, as against $135,567,791 for the corresponding months of 1909.

According to reports of Trade Commissioners received at the Department of Trade and Commerce, Canada, there is a market for Canadian salmon, steel, sulphate of ammonia and crude oil in Japan, and for Canadian potatoes in Cuba.

Imperial trade.—In Great Britain and the different Dominions of the Empire openings for Canadian products were reported as follows: For Canadian bacon in Great Britain; for Canadian oiled cloth and soap making ingredients in Newfoundland; for Canadian fish in Jamaica; for stoves in Barbadoes; for glass bottles in South Africa; and for butter-box lumber, carbide of calcium and motor cars in Australasia.

Domestic trade.—Summer holidays had some effect upon trade, but the movement of goods to country points was generally satisfactory, and large shipments were sent to the western and eastern Provinces. A fair sorting trade in drygoods was reported. Close attention was paid to crop reports, and some retrenchment was noted following the decline in prospects in the West. Country trade was quiet, after the commencement of haying and harvesting, and the strike of the Grand Trunk Railway trainmen had an injurious effect, but the general tone was favourable. Bank clearings continued to show increases, as compared with 1909. The general bank statement showed an increase in deposits over May; call and short loans, current loans and circulation also increased during the month.

Canadian revenue.—Canadian revenue for the month of June, 1910, amounted to $9,612,677.38, compared with $7,978,898.42 in June, 1909. The total revenue to June 30, 1910, amounted to $26,334,853.34, compared with $21,592,872.97 to June 30, 1909. The total expenditure on capital account during June, 1910, was $1,652,339.09, as against $2,913,284.65 in June, 1909. The total expenditure to June 30, 1910, was $3,150,035.46, compared with $4,014,298.63 to June 30, 1909. The leading items of expenditure during June, 1910, were: Public works, railways and canals, $1,485,633.53; bounties, $118,019.01; and railway subsidies, $48,819.20.

Notes.

The Western Canadian Irrigation Association will meet in Kamloops, B.C., August 3–5.

Mr. Raoul Bolté has been appointed Municipal Fair Wage Officer for the city of Montreal.

The annual convention of the Maritime Wholesale Grocers' Guild was held at Halifax, N.S., July 21–22.

The twentieth annual convention of the Canadian Electric Association was held at the Royal Muskoka Hotel, Lake Rosseau, July 6–8, 1910, A number of technical papers were read.

The Provincial School of Forestry recently established by the Government of Quebec in affiliation with Laval University, will open for work during the coming autumn. The schools will have four professors, two in Forestry, one in Mathematics and one in Forest law. The course will cover two years.

In an article by Mr. T. M. Donaldson, published in *The Monetary Times*, of July 30, it is stated that during the past five years there have been recorded in Canada, thirty-three collapses of sprinkler tanks, resulting in the loss of three lives and the injury of fifty-one persons, with an estimated property loss in fourteen cases, of $247,814. Many of the tanks fell on Sundays, holidays or when the buildings were deserted.

The twenty-sixth annual convention call of the Trades and Labour Congress of Canada was issued under date of July 11. The Congress will meet at Fort William, on September 12, 1910. Among other subjects mentioned as worthy of consideration by the Congress were the following ing:—

1. The immigration laws.
2. The Belcourt Bill, to destroy international trade unionism, which may be brought forward again next Session.
3. The Eight-hour Bill and its present position. Determined opposition has been made to this Bill and Labour must keep alive to secure its passage.
4. The Act respecting co-operation.
5. Effect of the amendments to the Industrial Disputes and Investigation Act.
6. The Technical Education Commission.
7. The Anti-Combines Bill in its relation to the trades-union movement.
8. Proposed Amendments to the Elections' Act, to make election day a public holiday, &c.
9. Payments of wages on railways fortnightly, and many other features.

In the matter of the accident on January 15, 1910, on the line of the Canadian Pacific Railway Company, at snow shed number eighteen, 1¾ miles west of Rogers' Pass Station, in the Province of British Columbia, (File 13648) it has been ordered by the Board of Railway Commissioners that all railway companies subject to the legislative authority of the Parliament of Canada, operating a railway by steam power, be directed and required to erect tell tales at a distance not less than 100 feet from all bridges, tunnels, or other structures over, through, or under which any railway on their lines of railway passes, in which the space between the rail level and such bridges, tunnels, or other structures is less than 22 feet 6 inches, as required under the provisions of the Railway Act.

The fourth annual report of the Dominion Steel Workers' Mutual Benefit Society, of Sydney, N. S., for the year ended April 30, 1910, shows that 623 sick-claims were presented, of which 285 were paid, and 319 involved no outlay. Ten members died from natural causes during the year. The total outlay under this head was $6,451. Seventeen hundred and eighty-eight reports of disablement from accidental injury were received, and payments made in 910 cases. Five mem bers died from accident. The amount paid to injured members was $12,740. Expenditures for the services of a surgeon amounted to $6,207, and hospital fees to $2,473. The continued growth of reserve funds was reported. On leaving the employ of the Dominion Iron and Coal Company, Limited, the General Manager, Mr. F. P. Jones, presented the Society with the sum of $2,000 as a contribution to the pension fund.

II.—REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions continued active during July, and business generally was brisk throughout the districts.

All foundries, factories and railways were busy and had abundance of labour and other essentials to good results.

The weather was favourable to outside labour and to the growth of the crops. Of all the classes, fishermen seemed to be least active.

Sydney Steel Works continued active in every department. Large quantities

of iron ore, limestone and dolomite were placed in the stock bins for winter use. Orders are heavy and the demand for the product of the plant keeps it running to its full capacity. As soon as improvements and additions are made others are found necessary. The new parts of the works are rapidly rising, and within a few months will be in operation and adding to the tonnage. The following is an official statement of progress:

The new construction work at present in progress at these works affords employment for a large number of men and is going on quite rapidly, although from the extent of the undertaking the progress from month to month does not readily appear to people outside.

The foundation for the new blast furnace stack is about completed and commencement has been made on the foundations for its four stoves.

The concrete work is finished for the two mammoth open hearth furnaces, which will each have a capacity of 450 to 500 tons; their 175 feet stacks are about completed and everything is ready to go ahead with the erection of the furnaces themselves, the material for which is reported to be in an advanced state of fabrication. The steel frame of the gas producer is erected and ready to be handed over to the masons.

All the machinery and appliances for the steam turbine plant, which is to utilize the exhaust steam from the rail mill is on the ground and the concrete foundations are being rapidly put down. The steel building which is being manufactured at the McNeil works in New Glasgow, will arrive shortly and will be ready to erect immediately.

At the Coke Ovens the contractors for the four new batteries report that their work is about eighty-five per cent. complete, they complain of the scarcity of labour except for which they would probably have been ready to turn over the plant to the Company.

One of their grievances is that they are unable to bring skilled men from places in the United States where they have been operating previously, on account of the stringency of the immigration laws. The work upon the ovens proper and especially the first two batteries is very well advanced. Three of the four steel stacks serving these batteries have been erected and work is advancing on the support for the 1,000-ton steel coal hopper which will be used for reserve supply.

The Condensing House, where commencement is made for the recovery of by-products, is of much more recent design than the Company's existing Condensing House, and is expected to do very much better work, that is to say, it is expected that a greater percentage of by-products will be recovered. The construction is steel frame work, the brick filling is from the new Sydney Pressed Brick Company and presents a very pleasing appearance. The boiler house, which will be entirely supplied with waste gas from the ovens is of the same construction with a solid round brick stack which is a prominent object on the landscape from almost any point of view.

In conjunction with the new coke ovens there will be a plant for Briquetting waste coal, coke dust, &c. through the operation of which the Company expects to effect considerable economy. The concrete foundations for the main building have been finished and the machinery is on the ground.

Although so much of the work has been completed, there will be continued activity in construction department during the balance of the year at any rate, and if reports of the Company's policy be true for a considerably longer period.

After general repairs, the Sydney Mines Steel Works resumed operations, and succeeded in adding to the daily output by upwards of 100 tons. The furnace while down was remodelled to give a larger output. A record of 416 tons was made in July, the highest day previous to July, being 300 tons.

The coal trade was very active. The Dominion collieries were all busy but the July output owing to holidays did not reach that of June. The new sections under developement are giving fair outputs. The Sydney mines collieries were also affected by holidays and the output will be less than last month. Newcastle colliery, Port Morien, was busy. Toronto mine, Little Bras d'Or was idle a few days awaiting shipping.

The building trades continued busy, but with a plentiful supply of labour. All buildings will be completed before the end of the season. Extensive building is being carried on in the Sydney mines and new colliery districts.

Transportation by water was heavy. Railway freight was light, but passenger traffic was fairly heavy. Wholesale and retail trades were quieter than in June.

There was no labour trouble during the month and the labour supply was equal to the demand.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather was ideal for farming and crops of all kinds grew rapidly. The hay crop is heavy and much of it was gathered under good conditions.

Fishing.—Fishing was not up to the average on many parts of our coast. Fair catches of cod and shad were obtained in a few places, but many others report fish of all kinds scarce. Lobsters were plentiful in some districts and scarce in others. Good weather and good prices were favourable factors to the lucky fishermen.

WESTVILLE, N.S., AND DISTRICT.

Mr. T. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Employment in this town and district continues in general, steady in the va-

rious industries. The mines worked full time. During June, the Drummond colliery shipped about 25,000 tons of coal, being an increase of about 7,000 tons compared with June, 1909. The increase for the Province for the six months ending June 30, was about 140,000 tons. Other industries throughout the district were generally active, all classes being well employed. There was no unrest in labour circles. Business, wholesale and retail, was fair. Brickmakers, bricklayers and carpenters were busily employed throughout the district. The Pictou county Electric Company has built its car line in the centre of Main Street, Westville, from the railway crossing to the Arlington Hotel. The Town Council is making improvements in the above district.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy gathering the hay crop, which is an abundant one. The grain and root crops are also in very promising condition. Small fruits will be somewhat short, owing to early frosts.

Lumbering.—Conditions in this industry were fair.

Manufacturing.—Steady employment was reported in all branches.

Mining.—This industry was brisk. The Acadia Mine, which had a few days off, is at present working full time. Arrangements were being made to employ additional help.

CONDITION OF PARTICULAR TRADES.

Busy conditions prevailed in the building trades. Blacksmiths had a fair month horseshoers were steadily employed and the other metal trades were generally active. Fair conditions were reported by printers and pressmen, also by journeymen tailors and boot and shoe workers. Food and tobacco preparation workers had a good month. Barbers had a fair month; hotel, restaurant, theatre and laundry workers were well employed. The transport trades were active.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

As indicated by the smaller number of contracts for new buildings and repairing operations placed, the industrial market for the past month has been duller than during the corresponding months of 1908 or 1909. While there are new structures contemplated such as the new St. Edwards' Church, a new home for the Guardian Angel, and possibly a new market building, the contracts have not been placed, and this accounts to a considerable extent, for so large a percentage of idle men in the building trades. There are some new residences going up, as well as finishing work being done on some of the older contracts, but these are not sufficient to cause the desired activity.

During the month the preliminary steps were taken by which the Union Bank of Halifax will be taken over by the Royal Bank of Canada. The transfer will not be finally completed until ratified at a meeting of the shareholders of the Union Bank, which is to be held at Halifax, on September 7. If the shareholders vote for the transfer the change comes into effect on November 1, 1910.

The barbers of Halifax (Local Union 258, I. U. of A.) notified all employing barbers on July 18, as follows: "At the last meeting of the Union it was decided that on and after August 1, 1910, the journeymen barbers will stop work at 8 o'clock p.m., providing no customer is in the shop at that hour; also, that no journeyman barber will work on Sundays. Saturday evenings and evenings preceding holidays to remain as at present."

The Royal Commission on Industrial Training and Technical Education arrived in Halifax, July 17, and began a three days' session on Monday, July 19.

The contract has been signed for the construction of a railway from Dartmouth to Guysboro and a branch line from

New Glasgow to Country Harbour. The lines are all in Nova Scotia, and the contract is to be completed in 1913. The contract was signed by Hon. C. P. Chisholm, commissioner of Public Works and Mines, on behalf of the Nova Scotia Government, and J. B. Bertram, President, and George E. Boak, secretary, for the Company. The Company have purchased the Dickie timber limits, which aggregate some 464,600 acres, for something over $3 per acre. The Company is to forfeit $50,000 if the railway is not completed within the time required. The Provincial Government will pay a subsidy of $6,400 per mile and the Dominion Government has promised an equal sum, making a joint subsidy of $2,560,000 for the 200 miles of railroad. All materials, tools, etc., must be purchased if possible) in Canada, and the fair wage clauses of the Government of Canada contracts shall be enforced, and the rates of the line must be approved of by the Government. Engineers are now engaged in surveying and it is understood construction work will begin in August. There are three companies involved in the enterprise—the Halifax and Eastern Railway Company, capital, $3,000,000; The Eastern Canada Lumber Company, capital $3,000,000; and a holding corporation, the Halifax and Eastern Railway Corporation, capital, $6,000,000. The road will be constructed by an English company. The intention of the promoters is to overhaul the lumber mills now in operation on the lands they have purchased and to install new machinery for the purpose of utilizing the lumber for the building of the railroad and other purposes.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Reports differ as to the state of the various crops, but indications point to a fair average on all lines. Butter was cheaper in July than for some time. Some mid-month quotations (wholesale):—

Butter, creamery, boxes, 25–26 cents, per lb.
Butter, creamery, tubs, 27 cents, per lb.
Butter, dairy, tubs, 22–23 cents, per ".
Butter, dairy, ordinary, 19–20 cents, per lb.
Cheese, large, 12½–13 cents, per lb.
Cheese, twins, 13 cents, per lb.
Eggs, fresh, 18–19 cents, per odzen.

Meat and poultry—
Beef, forequarter, 9½ cents per lb.
Beef, hindquarter, 12 cents per lb.
Lambs, $3–$5, each.
Mutton, 7–9 cents, per lb.
Veal, 7–8½ cents, per lb.
Pork, 10–11½ cents per lb.
Bacon, 20 cents, per lb.
Turkey, 17 cents, per lb.
Fowl, 15 cents, per ".
Geese, 20 cents, per lb.
Hams, fresh, 16 cents, per lb.
Hams, smoked, 18 cents, per lb.

Fishing was quiet, local fishermen not taking usual July quantities.

Manufacturing was brisk.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, plumbers and stonecutters were dull. Painters were fair, but trade is falling off. Boilermakers were fairly active. Electrical workers were dull. Plasterers were brisker than usual for July. Builders' labourers were not as active as usual. Printers, pressmen and bookbinders had a fair month, but trade was slowing down. Tailors had a fair month. Butchers and meat cutters were busy. Ice cutters and drivers were well employed. Barbers, delivery employés, hotel, restaurant and theatre employés were busy. Railroad employés were fairly well employed. Longshoremen had a fair month. Unskilled labour was about up to midsummer average.

DISTRICT NOTES.

Shelburne.—Joseph McGill has completed another vessel at his shipyard here, for the Summerville Towboat and Ferry Company, N. S. Her length is 90 feet, 20 foot beam, seven foot hold. She will be propelled by steam, the machinery for which was supplied by W. D. A. Moir, Halifax. The same firm is constructing another fishing schooner for the Maritime Fish Corporation of Montreal, and also a large schooner for Captain Hummehuan, Riverport. Both will be of the knock-about type.

AMHERST, N.S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour throughout the month has been well employed. At some of the industries, indeed, there was a considerable demand for additional help, and it can be safely said that every man desiring work could secure it. Just now the haying season is at hand and farmers are clamouring for assistance. No great steps forward have been taken during the months, the existing industries have added more men to their pay roll and work has been steady and abundant throughout the month. Builders have been better employed than was expected during the early months of the year, but on the whole operations in this line are quiet.

No material change has been made in wages. The Springhill strike still continues, with no settlement in sight. There is no doubt that the Company at present has a large force of men at work and that the output of the mine is steadily increasing. The first repair for the year was done this month and when this is completed the Company will be able to put more men in the pit. The pay roll at date, numbers 450 men, nearly 200 of whom are coal cutters. The output of the mine for July, will aggregate about 9,000 tons of coal. Considering the long term of the strike the order in the town has been excellent, but in the early part of the month troops were called to the town and are now stationed there.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Wet weather has seriously handicapped the haying for the past ten days but the crop is reported above the average. The fruit crop will show a yield of less than fifty per cent. as compared with last year, but in field crops the outlook is favourable.

Fishing.—The lobster season closed the middle of this month. Prices were good, but on some sections of the coast the catch was small.

Lumbering.—Lumber dealers are now actively engaged in shipping the cut of the previous winter to the European and American markets. Prices are good and will thus compensate somewhat for the marked reduction in the cut.

Manufacturing.—All manufacturing establishments are actively employed, work ing full time with a larger than usual complement of men at work.

Mining.—The collieries are all actively at work, the same as last month. In Springhill, the men are still out but the Company is now operating the mine with some degree of success.

CONDITION OF PARTICULAR TRADES.

The building trades have been fairly well employed during the month. Carpenters and joiners were fairly active, and plumbers and paper hangers exceptionally busy. There has been but little work for stonecutters. In the metal and engineering trades, moulders, machinists and engineers report a busy month. Electrical workers had a more than unusually active period. Boiler makers were busy. Woodworkers have generally had steady work. Upholsterers report business dull. Car builders are busy. Printers were busy, but journeymen tailors were only fairly well employed, garment workers had a holiday for two weeks in several industries but are at work again. Boot and shoe makers were very busy. Bakers and confectioners had a more than usually busy month. Ice cutters and drivers well employed. Trunk and bag makers report a busy month, with steady employment. Furriers are not working actively. Unskilled labour has been well employed and it looks as if there would be ample work to keep all in the market steady at work for the remaining fall months.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during the month of July, was

practically the same as in June, excepting for the closing down of the lobster season in the middle of the month. Supply and demand were well balanced and more farm labourers could have received employment had they been available.

A number of public works were in course of construction throughout the Province, the principal being the Elmira Branch Railway. Good progress was made in the city at the Heartz Memorial Hall and the Methodist Parsonage, and other structures under erection.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The end of the month finds hay making in full progress throughout the Province, the crop being one of the best in the history of the Province. A bulletin issued at the Department of Agriculture says "Farm labour is not so scarce as it was last year. Two correspondents report it sufficient, for one who reports it scarce. There is an advance of five per cent. in the cost of labour over 1909." On the whole, however, the supply is not quite equal to the demand. The crop bulletin shows that the crop will be about the average. There willl be an increase of about twenty-five per cent. in the output.

Fishing.—The lobster season closed about the twelfth of the month. There was about seventy-five per cent. of an average catch. Operations are quiet in other lines, but some men are engaged in cod and mackerel fishing.

Manufacturing.—The new factories on the Island were carried on under the usual conditions, the supply of labour equalling the demand for the same. A new departure is the erection of a factory intended to manufacture surplus potato starch into glucose, dextrin, and other products. This factory is in the course of construction at Dundas and will be ready in the autumn.

Railroad construction and employment.—The building of the Elmira Branch Railway is now well under way, and various buildings are in course of erection.

CONDITION OF PARTICULAR TRADES.

General activity prevailed in the skilled trades. The demand for unskilled labour was equal to the supply.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions throughout July showed no marked difference from those reported in June, supply and demand being well balanced. Few unemployed were noticed, and with the possible exception of agriculturists no new opportunities of employment presented. Labour bureaus here find but few candidates for jobs in other parts of the Province. All local factories, machine shops, etc., are steadily working, with full complements of operatives. The Abrams' machine shop, New Brunswick Wire Fence Company and Marwin Biscuit Factory report especially active conditions. The stave and head factory, owing to the consumption of raw material on hand are slackening and will probably close for a time. At the *Evangeline* office a new press has been installed and other improvements made. Work upon the public wharf is being actively prosecuted and is in an advanced stage. Considerable building is in progress both about the city and in the suburbs, but is so far confined to the erection of cottages, general repair work and remodelling. Wholesale business is active, and of good class, about on a par with other years. Retail trade, owing to the departure of citizens to country resorts for vacation is slacker than usual. The steamer *Wilfrid C.* is handling a good transfer and passenger business between this city and ports at the mouth of the river. The dearth of houses existing during the past three years appears somewhat relieved and there is at present a larger list of houses to select from. Rents, however, still remain firm, also real estate. The Saturday half-holiday for employés has so far not been adopted this season by commercial firms. It is however, in operation in the Intercolonial Railway shops. cotton factory, barrel factory and Merwin

Biscuit works. At the Record Foundry and Machine shop the operatives are paid on the piece work system and the half-holiday has not come into operation. No increase in rates of wages, no further changes in hours of labour and no unrest of employés was noted.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The excessively humid weather has been productive of an abundant hay crop everywhere throughout the country, especially on upland farms, while marshes also promise well. Haying began about the twentieth instant, being a little later than usual. A serious handicap is the scarcity of help in rural sections. The call of the West and the drift to large centres during the past few years has virtually absorbed all the surplus stock of labour. Haymakers receive $1.50 and board. Grain and vegetables look well. Fruit will be light.

Mining.—The Maritime Oil Fields Company, Limited, is actively at work developing its property at Lower Coverdale. Well No. 9, bored to a depth of 2060 feet was shot and 80 pounds of oil was pumped, the result of a week's accumulating, while a very strong gas pressure was also exhibited. Well No. 10 is now ready for shooting and well No. 11 is under way. The oil and gas area by wells drilled has already been proven to be one mile wide. A new 250-barrel tank has been erected.

Railroad construction and employment.—The estimates for the Transcontinental Railway construction in this Province for June, upon the six contracts totalled $346,547. Work upon the Chatham division is being rapidly carried on. Other railway work is confined to the putting of road bed in shape and repair of stations and yards.

CONDITION OF PARTICULAR TRADES.

Bricklayers were quiet, but carpenters, joiners and plasterers were busy. Painters and decorators were active; plumbers busy; stonecutters quiet; and builders' labourers in demand. In the metal engineering and shipbuilding trades employment was active. In the woodworking and furnishing trades fairly active conditions prevailed. Printers, pressmen and bookbinders were active, with photographers busy. Journeymen tailors, garment workers, bakers, and butchers were active. Leather workers have been busy. Barbers were active and clerks, hotel, restaurant, theatre employés and laundry workers busy. Railway crews carters and expressmen were active. For unskilled labour the local supply about equals the demand. Wages are $1.40 to $1.75 per diem.

DISTRICT NOTES.

Sussex.—The Sussex Manufacturing Company has entered into a merger with other Ontario woodworking concerns and will hereafter be conducted as a branch business. A combined opera and club house 75 feet by 90 feet, of concrete is being erected by the Sussex Institute. A large concrete block for a general store by Mills, Eveleigh & Company and a number of residences are also in course of construction.

Sackville.—Building operations are brisk. The contract for new wharf has been let and work is soon to commence. The Sackville Board of Trade has addressed a circular to all employés of labour in the Maritime Provinces with respect to the effect of the drink habit upon business and of the locality generally. The information thus obtained is to be used in the discussion of the subject by the Maritime Board of Trade at Chatham, August 7.

ST. JOHN, N.B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market remained brisk during July, especially among carpenters. Several new buildings for the Dominion Exhibition are being erected, giving employment to a large number of men.

The report of the building inspector for the first five months of the year showed that during that period sixty-nine building permits had been issued, the total estimated cost being $175,000. Tenders are being asked for building a new school house on Wentworth Street. The new structure will be of brick and stone, 78 x 91 feet, and three storeys high, with basement. Work has been commenced on the Hassam pavement on Main Street, and Water street is being got ready for a new pavement, giving employment to a number of labourers. Cushing's lumber mill, which is being operated by the Union Bank of Halifax, will close down shortly for an indefinite period, owing to the fact that market conditions make it unprofitable at present to saw lumber. Bank clearings for the four weeks ending July 28, were $6,614,711, and for the corresponding period last year, $6,244,369, being $170,542 greater in 1910, than in 1909, and $699,866 in excess of the four weeks ending June 23, of the current year. The deposits at the Dominion Savings Bank during June, were $54,889.26, and the withdrawals $70,618.22. The Inland Revenue receipts for the month of June were $18,623.02, and for the same period last year $15,947.43, showing an increase of $2,675.59. The nineteenth annual meeting of the Maritime Medical Association opened on the twenty-fifth July, and continued two days.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The hay crop in King's county promised to be a good one, but it is feared that the wet weather will interfere with the curing of it. Men are scarce at $40 per month.

Lumbering.—This season 8,000,000 feet of bank logs were rafted at Springhill. This did not include about 650,000 feet which came out of the Keswick and Nashwaaksis streams.

Railroad construction and employment.—The formal opening of the Aroostook Valley Railroad, the first electric railroad in Aroostook County, Maine, took place July 1. The power is furnished from Aroostook Falls, N.B.

CONDITION OF PARTICULAR TRADES.

Skilled workmen were generally active and unskilled labour well employed.

DISTRICT NOTES.

St. Stephen.—The contract for the erection of a new bank building for the Bank of Nova Scotia branch has been awarded to Joseph McVay and Sons.

Woodstock.—Work on the new Canadian Pacific Railway station has been started. The building will be of pressed brick, with concrete and stone foundation, and will cost in the vicinity of $25,000.

NEWCASTLE, N.B., AND DISTRICT.

Mr. James Falconer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was active in July, in almost every line. The lumber mills are all running full time and some of them day and night. The factories are busy also, with orders ahead for some time. Every man who wants to work can have employment. Building operations are active. Buildings in course of erection will all be finished before the fall. Good wages are paid.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers are busy hay making. The crop is above the average, the best in this section for a long while. A great deal of it will cut from 1½ to 3 tons to the acre. So far the weather has been unfavourable Wheat is not very good, but oats are a fine crop. Turnips are looking well, with potatoes not so good, the first of the season being wet and cold.

Fishing.—Fishing has been good this season in all lines. Salmon have been plentiful.

Lumbering.—Prices are satisfactory. Some of the lumbermen are now buying horses for the next winter's operations. The big fire in Campbellton which des-

troyed the mills of that town as well as nearly every building in the town will make lumber scarce.

CONDITION OF PARTICULAR TRADES.

All mechanics are busy working, full time at good wages in every branch of trade. Canoe and wagon makers are busier than for several summers, which is a good indication of prosperity.

QUEBEC, QUE., AND DISTRICT.

Messrs. P. J. Jobin and *E. Little, correspondents,* reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of July has been a good one for nearly all classes of labour. The final arrangements for the site of the railway terminal were about completed and a further demand for labour is expected. The contract for the dredging of a channel 300 feet wide by 15 feet in depth from the mouth of the St. Charles river to Dorchester bridge has been awarded to Mr. Dussault, of Levis. The Department of Public Works at Ottawa has accepted the tender of Mr. Horace Dussault for the construction of a wharf at Levis to cost approximatively $283,064.50. The sinking of the new caisson on the Quebec side of the Quebec bridge, for the foundations of the stone piers, built by Messrs. P. and J. Davis, was successfully carried out at Sillery Cove on July 7. The work of completing the road bed from the bridge site to the terminals was also commenced.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy hay making; the crop this year promises to be a very heavy one in this district and will be saved in good condition. The root crop will be a good one.

Railroad construction.—In addition to the work being prosecuted on the Transcontinental Railway, construction upon the HaHa Bay branch, on the road from Ste. Flavie to Mantane, and on the construction by the Quebec Railway Light and Power Company of its line from Quebec to Sillery was being pushed as rapidly as possible.

CONDITION OF PARTICULAR TRADES.

With the exception of lathers, plasterers and plumbers, the building trades were from busy to active. Electrical workers and linemen were quiet; the other metal trades were busy. Woodworkers were busy, but carriage makers and coopers were quiet. Activity was reported in the printing trades. Glove makers and boot and shoe workers were quiet; the other clothing trades were busy. Quiet conditions prevailed in the leather trades. Delivery employés, hotel restaurant, theatre and laundry workers were busy; furriers were quiet. Railway and steamboat employés were busy, as well as street railway employés, but ship labourers were dull, with longshoremen, cab drivers, hackmen, teamsters and expressmen active. The supply of unskilled labour was in excess of the demand.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All classes of labour were well employed during July. There has been a big demand for men to work on the the new power plant building for the Sherbrooke Power and Railway Company. A day and night shift is in operation. Work on the extension of the railway system is about to be started; this will give employment to a large number of men. The various machine shops and all industries located here have been running full time, and there are orders ahead that will keep the staffs going for some time. The building trade is busy, and several large business blocks are going up, and there is also considerable activity with regard to private residences.

Transportation of freight over the Grand Trunk Railway was somewhat

light during the latter part of the month owing to the strike. Sherbrooke was not affected by the strike other than by the want of freight, but goods that had not started by this road came in by Canadian Pacific Railway. There were few if any, Sherbrooke men affected, as the none of the men on strike reside here. Wholesalers and retailers report business good. There was no change of hours. and no unrest among employers.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The wet weather had the effect or retarding the gathering of the hay crop. The crop this year, is above the average both in quality and quantity. It will give the farmers an opportunity of feeding more stock. The other grain and root crops are good. A severe hail storm did much damage to corn in the western section of the townships.

Lumbering.—There is little activity in lumbering. The pulpwood business is at a standstill and thousands of cords are lying in the woods or on the railway sidings. While there is a little more activity in lumber, that business is also quiet.

Manufacturing.—All concerns are busy.

Mining.—The mining industry is very active, both in the central Quebec asbestos district as well as in the copper properties around Sherbrooke. The cry at the large mine at Eustis is that sufficient help cannot be secured.

Railroad construction and employment.—Work on the street railway extension will be started as soon as the rails arrive.

CONDITION OF PARTICULAR TRADES.

All branches of the building trades are busy. Machinists, moulders and iron workers are fully employed, running full time. Electrical workers, linemen and blacksmiths are busy. The woodworking trade has been active during the month. Printers, pressmen and bookbinders were active. Journeymen tailors and garment workers were fully employed Bakers and confectioners and cigar makers were active, with ice cutters and drivers busy. Miscellaneous trades were active during the month. Street railway employés, cabdrivers, etc., were busy. Employés in the Canadian Pacific Railway shops were busy. Unskilled labour was in good demand.

DISTRICT NOTES.

Mansonville.—This village was visited by the most disastrous fire in its history, this morning, when eleven buildings were swept away.

Fire did damage to the amount of $10,000 at Bury, Que., on July 4, when the mills and lumber yards were destroyed.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, corespondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was little change in the labour market in July, compared with June, and labour generally was active.

The erection of a new factory for the Diamond Whitewear Company, was started early this month. Messrs. Hern, Roy & McLeod, who were awarded the contract from the Corporation of this city for the erection of a boulevard in reinforced concrete, have begun work. Nearly all lumber mills are working day and night, and the pulp-wood sawing mills are also very active. Wholesalers and retailers both report a good month. Rates of wages and hours of labour remain the same, and the best of understanding prevails between employers and employés.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting. The hay crop was extra good. Pasture is excellent, and fruit promises well.

Fishing was rather dull.

Lumbering.—Activity was the rule.

Manufacturing was very active compared with the same month of last year.

Mining.—Dullness prevailed.

Railroad construction and employment was quiet. The chief work consisted in repairing.

CONDITION OF PARTICULAR TRADES.

All branches of the building trades were fairly active, but not as active as during the same month last year.

Iron moulders, machinists, electrical workers, brass workers, blacksmiths, boilermakers and horseshoers had an active month. Bicycle workers were fairly active. Woodworkers, polishers, carriage and wagon makers, and pattern makers were all active, establishments working full time.

Printers, both newspaper and job, as well as machine operators, were all employed full time. Bookbinders were also busy. Journeymen tailors, garment workers and glove makers were very active, and boot and shoe workers were fairly employed. Bakers and confectioners, butchers and meat cutters, ice cutters and drivers, cigar makers and tobacco workers all report a good month. In the leather trades, dullness prevailed. Barbers, clerks, stenographers, delivery employés, hotel, restaurant and theatre employés and laundry workers were fairly active. Railroad men, freight handlers, steamboat men ship labourers, longshoremen, cab drivers, hackmen, carters, teamsters and expressmen were rather busy. Unskilled labour had a fairly active month.

DISTRICT NOTES.

The district will have one of the best hay crops on record. The grain crop also is looking exceptionally well. Cheese and butter factories are in full operation, and are obtaining fair prices. General stores and places of industry are all doing an active business.

SOREL, QUE., AND DISTRICT.

Mr. J. A. Chênevert, correspondent reported as follows-

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in general, has been fairly active. Building operations were less active than in July, 1909, but a number of buildings are in course of erection, and bricklayers, joiners, painters and plumbers had a good month. There are plenty of orders in the machine shops and implement factories, and the staff is being increased. The building of new dredges, scows, tugs and other craft at the Government yard gives employment to a great number of workmen. Over 800 men are employed there at the present time.

Duhamel & Frère's shoe factory is crowded with orders, and the plant is to be enlarged if a sufficient number of workmen can be secured.

Business in the dry goods, grocery trades, &c., has been very active, and July has been a profitable month for labour, trade and industry.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crops in the Richelieu district are in excellent condition, and dairy industry is very flourishing. Hay cutting is well advanced, it is of a fine quality and the yield will be almost double that of last year.

Manufacturing.—The Grand Trunk Railway Company strike has somewhat paralysed the coal trade, and manufactures are suffering in consequence.

CONDITION OF PARTICULAR TRADES.

Longshoremen were rather quiet this month, but may resume activity any day, several steamers being expected. Hotel and restaurant employés, laundry workers, railway employés, cab drivers, &c., had a good month. Iron moulders, machinists, blacksmiths, electrical workers, bakers, confectioners, ice handlers, butchers, &c., were very active.

DISTRICT NOTES.

Berthierville.—There are here several manufactures employing about 100 men at fair wages. Great activity prevails. The Melchers' Gin Distillery is working night and day, with plenty of orders.

St. Ours.—This locality is progressing rapidly. Three plants for the manufacture of combs, &c., are doing a good

business. There is also a sawmill working almost all the year round.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. Victor Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during July was fairly active. Building operations were more active than during the same month last year, and for certain work the demand exceeded the supply. Sash and door factories were very active, working with a full staff. The leather industry was fair. The boot and shoe industry was quiet, but a very active season in the fall is anticipated. The manufacture of musical instruments is active. Repair work on the cathedral is proceeding rapidly, a large number of men being employed. On July 12, a by-law to borrow $60,000 to improve the water works system and put in machines to supply lighting power for the city, was adopted by a large majority. Retail trade was fairly active, and wholesalers report a good business. Banks report a good month and easy collections. There was no change in the rate of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crops throughout the district look well. Farmers receive good prices for their cattle and dairy products. Farm hands are in great demand and receive high wages, the demand being in excess of the supply.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters and decorators, paper hangers, plumbers, gas and steam fitters, stonecutters and builders' labourers had a good month. Iron workers and helpers, iron moulders, machinists, engineers, electrical workers, blacksmiths, boilermakers and horseshoers had a fairly active month. Woodworkers, upholsterers, varnishers, polishers, wood carvers, carriage makers and pattern makers were fairly active. Printers and pressmen and the allied trades had a good month. Journeymen tailors and garment workers were well employed. Boot and shoe workers had a rather quiet month. Bakers and confectioners, butchers and ice drivers had a good month. Tanners, curriers and leather workers were very busy. Barbers, clerks, delivery employés, hotel and restaurant employés and laundry workers had plenty of work. The month was a quiet one for railway employés on account of the strike of the conductors and brakemen on the Grand Trunk Railway. Draymen, cab drivers and expressmen had a good month. Unskilled labourers were well employed.

ST. JOHNS AND IBERVILLE, QUE., AND DISTRICT.

Mr. A. D. Pepin, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of labour continues active. There is plenty of employment for all those who want to work, and it is hard to get men in some branches. Farmers are looking for men, and are not without anxiety about the hay and other crops; $2.50 to $3 a day, with board, are offered for cutting hay. The hay and grain crop is plentiful.

It is found difficult to keep up the work on the new bridge between St. Johns and Iberville, as farm work and the manufactures absorb all the available men. Manufactures are running full time. The general report is to the effect that business is good and prospects bright. Wholesale and retail dealers are busy.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are very busy cutting hay. The hay crop is twice as big as last year, and the grain and vegetable crop promises to be excellent. Cheese making is very active, pastures being in a very good condition.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners report an active month. Lathers and plasterers, painters and decorators, plumbers and steamfitters are rather quiet. Stonecutters and builders' labourers are very active. Iron moulders, iron workers and helpers all report a good month, and are in good demand. Nut makers, machinists, engineers, are well employed. Electrical workers and linemen report a good month. Blacksmiths, shipbuilders, shipwrights and caulkers are rather quiet at this time of year. Sheet metal workers, tool sharpeners, horseshoers and jewellers had a quiet month for the season. Woodworkers, upholsterers, varnishers, polishers, wood carvers, carriage and wagon makers, report an active month. Printers and the allied trades are all well employed and in good demand. Journeymen tailors, garment workers, hatters and glove makers had their usual quiet time at this season. Bakers, confectioners, butchers and meat cutters, ice cutters and handlers report an active month. Tanners and curriers, leather workers and saddlers report a fair month. Barbers, clerks, stenographers and delivery employés all report an active month. Hotel, restaurant and theatre employés and laundry workers are all active. Railway conductors, engineers, firemen, telegraph operators and trainmen are all very active, with the exception of the Grand Trunk men, who are on a strike. Switchmen, trackmen, freight handlers and steamboat men are active. Carters and draymen are active. Unskilled labourers are in great demand and hard to find.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Building operations during June, were somewhat less extensive than in May, and the value of new buildings was much lower than during April, but June, 1910, beats the record of June, 1909, as follows: June, 1909, 156 permits, valued at $1,103,855; June, 1910, 263 permits, valued at $1,430,028, or an increase of $236,173 for June, of the present year. The total value of new buildings during the first six months of the year was $5,607,237.

Clearing house figures for the first five months of the year show a total of $824,000,000, and are expected to reach two billion dollars this year.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were quiet during the first part of the month, but became active in the latter part, the strike being about over. The other building trades were active. All the trades were from active to busy, with the exception of railway conductors, who, on the Grand Trunk Railway System, were on strike.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. J. F. Girard, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

July was as active as June, in spite of the bricklayers and masons' strike. Very few of the men engaged in these trades are now idle, although the strike has not yet been declared off, about 150 contractors having signed an agreement with their employés. Building operations are active, and there is general activity in business and industry in Maisonneuve, with the exception of the textile industry, which is rather quiet, and is the only branch not increasing its staff. One hundred and thirty permits were taken in the county of Maisonneuve alone, during the months of June and July, representing a value of $679,800 in new buildings, and sixty permits for repair work, representing a value of $48,260. There is no sign of any trouble in the district.

CONDITION OF PARTICULAR TRADES.

All the buildings trades were active. Builders' labourers are in active demand. The metal trades are from active to busy, iron moulders, blacksmiths and tinsmiths being in demand. In the woodworking trades, varnishers, polishers and carriage makers are very busy, the others being fair. The printing and clothing trades were active. Confectioners were rather quiet. The leather trades were well employed. Barbers and delivery clerks were in demand. Clerks and stenographers were active. Hotel and restaurant employés were active, and laundry workers fairly so. Railway employés were active, except on the Grand Trunk. All the other transportation trades were active and in demand. Unskilled labourers were in demand.

HULL, QUE., AND DISTRICT.

Mr. E. E. Cinq-Mars, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market for July has been active. Last May several labourers went West and this helped every one here to secure work easily in local industries. Industrial activity suffered a setback owing to Mr. J. R. Booth closing his large sawmill and lumber yard at Chaudiere Falls, on the 19th of July, immediately after the declaration of the strike of the Grand Trunk trainmen. Some 350 labourers from Hull city were effected. The average pay of these men was $2.50 per day, thus representing a daily loss of $875.00 in cash for some two hundred families. In every other industrial establishment, business is carried on on much the same lines as last year, with perhaps this difference, that the number of hands employed has slightly increased. The various branches of the E. B. Eddy Co., which employs the majority of our workmen, are busy, some of them day and night. There is little construction under way in the city, but several cottages are being erected in the vicinity.

Farming is reported to be active. The hay crop is heavy and it is nearly all cut. Grains and vegetables are plentiful.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The feature of the labour market in the Ottawa district during July was the enforced idleness of 2,000 mill hands employed by J. R. Booth, during the first eight days of the strike of Grand Trunk Railway conductors and trainmen. The daily output of the mill, estimated at nearly 500,000 feet of lumber, has to be removed to piling grounds, from 2 to 5 miles distant, by cars, and with promptness, in order to keep the mill platforms clear. The tracks are owned by the Grand Trunk Railway Company, and when the strike occurred on that line the lumber movement stopped. Through the intervention of the Department of Labour, Mr. Booth finally secured train crews from the ranks of the strikers, and the mill immediately resumed operations. Shipping was suspended a few days longer so that some 200 men lost, in all, about two weeks. About 1,500 of the mill men reside in Ottawa, and the remainder in Hull. The loss in wages was estimated at $5,000 a day.

Another indirect result of the Grand Trunk Railway strike in Ottawa was the closing, for five days, of the Company's car shops, thus throwing 125 men out of employment. The Grand Trunk Railway Company claimed that at the end of five days the trains were running in sufficient numbers to warrant the repair shops operating. Twenty freight handlers were deprived of work for the same period and for the same cause.

The number of men directly affected by the strike in Ottawa was fifteen conductors, fifteen baggage men and thirty brakemen.

One hundred engineers and six turners and hostlers in Ottawa benefit by the increase of ten per cent. in wages granted by

the Canadian Pacific Railway Company. The former earned from $120 to $160 per month, and the latter were receiving $2.75 for a ten-hour day. The $5 per month increase to Canadian Pacific Railway commercial telegraph operators affects fifteen in Ottawa. Three chief operators get $10 advances.

A new schedule of wages signed by the master plumbers and journeymen increases the minimum wage 3 cents per hour, making it 39 cents. Eight-hour days will be in force from November 1 to May 1, with four hours on Saturday. During the remaining six months, the day will be nine hours with five hours on Saturdays. The agreement is for eighteen months, and affects 150 employés.

A demand of the plasterers for an increase from 40 to 45 cents an hour, commencing August 1, has not been granted. In all other branches of labour harmony reigns. The building trades are so brisk that several contractors are looking for skilled help. Business in retail trade was quieter than the previous month, presumably due to many families leaving the city for summer resorts. Money was plentiful, one evidence being an increase of $39,000 in the tax collections for the first half of the year, compared with the corresponding period last year.

The hardware merchants of the city, to the number of twenty-five, mutually agreed to close at six o'clock Saturday evenings, instead of nine, during the months of July and August. One hundred clerks benefit. The authorities undertook a rigid enforcement of the by-law requiring shops to close at nine o'clock on Saturday nights, with the result that many who had been allowed to ignore the regulation for the last three years were fined. Dealers most affected made a protest, and on July 29, the City Council amended the by-law, thus permitting druggists, confectioners and fruit dealers to continue business till eleven o'clock. The Allied Trades and Labour Council, and Clerks' Association, had made formal objection to changing the by-law.

The Beaver Company, of Buffalo, is in negotiation with Ottawa pulp manufacturers with a view to erecting a large factory in Ottawa for the manufacture of beaver board, a substitute for plaster and other interior house finishing.

The International Steel and Copper Plate Printers' Union held a convention in Ottawa, attended by some twenty-five delegates from various cities of the United States.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crops were suffering for rain until the latter part of the month. The rainfalls which came then helped many parts of the Ottawa district. Dairy produce is plentiful, and meat is scarce and high priced.

Lumbering.—Lumber manufacture and shipping is threatened by low water. Shipping is quiet, and prices showed a downward tendency at the end of the month. All local lines of manufacturing were brisk.

CONDITION OF PARTICULAR TRADES.

The printing and allied trades are steadily employed. Garment workers (women) are in much demand. Butchers, bakers and ice dealers had a busy month. Harness makers were busy, and other branches of the leather industry well occupied. Barbers were in demand. Clerks were not much in demand. Passenger traffic was brisk on all lines of travel. Freight handlers were not quite so busy as during the previous month. The building trades were very actively employed Machinists, stove makers, linemen and electrical workers were busy. Other metal trades were employed to an average extent. The woodworking trades were busy. Unskilled labour was in demand for outside employment, and never became plentiful in the city.

KINGSTON, ONT., AND DISTRICT.

Mr. William Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Marked improvement characterized the labour market in Kingston, during the month of July, as compared with the

previous month, although conditions were not up to the corresponding period last year. The resumption of building operations, increased tourist traffic and large demands for manufactures contributed to this end. Building construction in Kingston for the six months ending June 30, amounted to $100,143, as compared with $174,860 in the same six months of 1909. This is in a large measure attributable to the recent strike of carpenters. For June the permits taken out called for $11,545, as compared with $40,875, in June, 1909. The returns for July show marked improvement. As the result of the tenders for the erection of the new metallurgy building at Queen's University being greater than the funds available, it has been decided to call for new tenders for a smaller building, so as to bring them within the $40,000 available. During the month, the Kingston Shipbuilding Company had its contract for a Grosse Isle quarantine steamer confirmed, and is getting ready for a busy time. The Orphans' Home is calling for tenders for the erection of an extension to cost $15,000. While other cities are complaining of a decreased tourist traffic, Kingston hotel men say that business is brisk, with the outlook for the next two months very bright. During the quarter ending June 30, the exports from the Kingston district to the United States amounted to $84,895.46, an increase over the same quarter last year. The present quarter is expected to be still larger, and the year's exports to constitute a record. The local street railway wage list during the summer months amounts to about $600 a week. During the past month it totalled over $2,400. Nothing of special interest developed at Kingston in connection with the Grand Trunk Railway strike. Passenger trains ran on fairly good time. Not much freight was handled until Monday, July 25. The local police are patrolling the outer junction. There have not been any disturbances. A rush of freight is inevitable at the conclusion of the strike.

On Monday, July 4, the early closing of the dry goods stores at 5 P.M., was resumed. Last year this movement prevailed during July and August. This year the time will be extended throughout September. About the middle of the month, Kingston grocers agreed to close their places of business at 1 P.M. of every Wednesday, and to take a half-holiday. The arrangement is working satisfactorily.

There were no other changes in hours of labour or rates of wages reported, and no strikes or lockouts.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are rushed. The hay crop is said not only to be large, but also of the best quality. One farm drew in over ninety loads in one day. A number of women are noticed working in the hayfields in this district.

Fishing was brisk.

Lumbering, manufacturing and mining were active.

Railroad construction and employment was active in this district. During the month a number of new switches were put in, and considerable ballasting, &c., carried on.

CONDITION OF PARTICULAR TRADES.

The building, metal, engineering, woodworking and furnishing trades reported an active month in all departments. Printers, clothiers, bakers, butchers, ice men, cigar makers, tanners and curriers, barbers, broommakers, hotel, restaurant, theatre and laundry employés had an active month. On account of the Grand Trunk Railway strike, some branches of the transportation business were dull; other lines reported a very active month. Unskilled labour was in good demand.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Both skilled and unskilled labour was active during the month, the supply not being equal to the demand. There are no necessarily idle men in the city or district. The cement plant here cannot secure enough labourers, and is working night

and day. The local rolling mills and horseshoe factory are very active, as well as the lock works and brass factory. The building of new permanent pavements gave employment to a large number of skilled and other kind of labour. Work on the Trent Valley Canal is being pushed forward rapidly, and work will soon proceed on large additions to the hospital, as well as on a new $40,000 Young Men's Christian Association building. The Rock Drill Company had an active month. A large addition has been added to the Deacon Shirt Company's plant, and many more hands will be employed. Many men, women and girls were busy in the local canning factories, canning peas and berries, of which there was a good crop. Transportation was active by both rail and water, but the strike of the trainmen caused many of the railway men to be idle. The strike seriously affected the merchants, owing to the shutting down of the local shops. The banks reported money plentiful. There were no changes in hours of labour or in rates of wages. The only unrest in the labour market was the strike of the Grand Trunk Railway trainmen.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers report all grain and root crops in good condition. Hay is a large crop. The output of cheese is larger.

Fishing was active in some localities.

Lumbering was active in the northern part of the county.

Manufacturing was very active in all branches.

Mining.—A large number of men were employed at mining, a couple of new mines being opened up.

Railroad construction.—Many skilled men were engaged in erecting a new railway bridge, over the Trent river.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, painters and decorators, plumbers, stonecutters and builders' labourers were fairly active. Iron moulders and helpers, iron workers, blacksmiths, electrical workers, metal polishers, platers and brass workers had an active month. Boiler makers and horseshoers were fairly active. All branches of the woodworking trades had a busy month, especially coopers.

Printers, both job and machine operators, pressmen and bookbinders were all employed. Journeymen tailors report an active month. Bakers and confectioners, butchers and meat cutters, ice men and drivers and cigar makers had a very active month. Harness makers were all engaged. Barbers, clerks, stenographers, delivery employés, hotel, restaurant and theatre employés were all active. Laundry employés were busy. Railroad conductors, engineers, firemen, telegraphers, trainmen, switchmen and freight handlers were very active, up till the time of the strike of the trainmen. Steamboat men of all branches had a very active month. Longshoremen were busy. Cab drivers and hackmen were very busy, especially during the Masonic convention, and the Old Boys' Reunion week. Teamsters and expressmen were also busy. Unskilled labour was in active demand, at good wages.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. J. Arthur Sharp, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was very active throughout July, all branches of industry working full time, with complete staffs. There was marked activity in the building trades. Peterborough, like other places on the Grand Trunk System, was affected by the strike of conductors and brakemen, but the firms mostly affected expect to keep going for some time yet. Messrs. Adam Hall & Sons are advertising for tenders, and will erect a brick foundry and machine shop, and will employ about fifty hands. B. F. Ackerman & Company are building an $8,000 addition to their factory, and will employ from fifty to seventy-five additional hands; they will be given a fixed assessment of $15,000 for ten years. The George

Matthews Company is increasing the capital stock from the sum of $500,000 to the sum of $1,000,000. The increased capital will be used in extensions to the Company's branches. At the last fortnightly meeting of the Cheese Board, 3,763 cheese were boarded, but three factories refused to sell owing to the inconvenience in shipping through the strike on the Grand Trunk Railway. They were offered 10⅞ cents, but refused to sell. The season so far, has been a very successful one. The contract for the construction of sewers in the city was awarded, and will be built by day labour.

CONDITION OF LOCAL INDUSTRIES.

The farmers are very busy. The wheat crop in the best sections of Peterborough county will average from 35 to 40 bushels per acre. The farmers expect to have a good year, and the crops generally will be excellent. Haying is now about completed, and although in some instances the crop is light, it is on the whole, a fair average. Tomatoes and potatoes are coming along nicely, and there should be a plentiful supply.

Manufacturing.—Industrial establishments were all busy.

Railroad construction.—The construction work on the Canadian Northern Railway is progressing rapidly. The road is finished with rails laid and fences up from the Grand Trunk Railway Whitby branch to the Oshawa viaduct.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers and plasterers, were very busy. Painters have all they can do. Plumbers are busy. They held a meeting on the 26th of the month to consider the raising of prices to take place on the 1st of August. Activity prevailed in the metal trades. Electric workers were active. Woodworkers were well employed. Painters were active. Tailors had a good month. Bakers and confectioners, butchers and meat cutters were well employed. Leather workers were busy. There was a good demand for unskilled labour.

DISTRICT NOTES.

Lindsay.—Busy conditions prevail at the Baker Lumber Company's mills. They have a good supply of logs and plenty of orders.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All classes of labour were well employed during July, excepting those affected by the Grand Trunk strike. So far as Toronto is concerned, the general industrial situation has not been much disturbed from this cause. The building trade continued very active, and a large number of civic undertakings were in progress, especially the construction of roadways and sidewalks. Work at the filtration plant at the Island has been delayed owing to the need of labourers for cement mixing, the contractors stating that they cannot obtain them. The number of building permits issued during June, was 1,200, representing an approximate value of $2,302,550, as against 860 for June, 1909, representing a value of $2,001,545. For the six months ending June 30th, the total number of permits issued was 3,032, representing a value of $9,840,648, as against 2,427 permits, representing a value of $8,829,375 for the first six months of 1909.

A test case under the new bread law fixing the size of loaves at 24 and 48 ounces, was decided by Police Magistrate Kingsford on the 29th. Since the law came into force some bakers have been selling "small bread," consisting of several small loaves unseparated, claiming the right to do so under the provision of the law that small bread not exceeding 12 ounces in weight may be sold. The Magistrate decided that small bread must not be sold except as detached loaves, as to permit of its being sold undivided would simply give dishonest bakers an opportunity of evading the law. A fine of $5 was imposed, the defendants, the

Nasmith Baking Co., appealing the case to a higher court.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were actively engaged in harvesting and haying. The crops were much benefitted by heavy rains, and fall wheat, nearly all of which was harvested by the end of the month, was an exceptionally good crop. Barley also yielded well. Hay turned out much better than was expected. Oats, peas and buckwheat were looking well, but potatoes were likely to be a short crop.

Manufacturing.—Manufacturing plants continued busy, though hardly as much so as earlier in the season, with orders in hand sufficient to ensure activity for some time. Shipments in some directions have been delayed by the Grand Trunk strike. The Canada Foundry Company has lately increased its working force, and reports a heavy demand for output. Structural steel was in active demand.

The Toronto Structural Steel Company is erecting a one-storey steel frame and metal building to cost $10,000.

The Pure Gold Manufacturing Company is putting up a two-storey factory and warehouse to cost $20,000.

The Wm. Neilson Company, Limited, ice cream manufacturers, are erecting a two-storey brick factory on Gladstone Avenue, to cost $35,000.

Railroad construction. — Preliminary arrangements are in progress for the depression of the Grand Trunk Railway tracks from Bathurst Street west to Sunnyside crossing, entailing an expenditure of $500,000.

The survey of the route of the projected Toronto & Eastern Railway has been begun, and it is expected that the line will be completed to Bowmanville this fall. The charter provides for a line from Toronto to Cobourg, with a branch from Oshawa to Lindsay, and an extension down to Oshawa harbour.

The first bridge on the Toronto-Ottawa line of the Canadian Northern Railway to Lindsay is being placed over the Don. It will have a total length of 200 feet.

CONDITION OF PARTICULAR TRADES.

The men engaged in the different branches of the building trade had plenty of work. The builders' labourers strike was called off on the 26th, nearly all the men having gone back at the wages demanded, 28c. per hour, the others being permitted to return to work without insisting on the employers signing an agreement to pay the increase. Blacksmiths, boiler makers, machinists, moulders, sheet metal workers, structural steel workers, brass workers, and other metal trades, were active. Jewellers and silversmiths had a good month. Woodworkers, upholsterers and piano makers had continuous employment. Printers were fairly well employed. Bookbinders had steady work. Custom tailors were quiet. Garment workers, hat and cap workers, and boot and shoe workers were active. The provision trades were steadily employed. Cigar makers had an active month. Leather workers were well employed. Hotel and restaurant employés, barbers and laundry workers were active. Clerks, salesmen and warehousemen had plenty of employment. Railroad employés on other lines than the Grand Trunk were very busy. Street railwaymen, expressmen and teamsters were active. The Conciliation Board appointed to consider the claims of the employés of the Toronto Railway for higher wages, and a new schedule of hours of labour, had held several sittings. Sailors, longshoremen, and all engaged in navigation, were very busy during the latter part of the month, owing to heavy freight shipments by water, on account of the Grand Trunk strike. Unskilled labour was well employed.

DISTRICT NOTES.

North Toronto.—A general strike of town labourers took place on the 28th, the men employed on road work demanding an increase in wages from 22c. to 25c. per hour.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

While the month of July was a period of great industrial activity, disturbing occurrences during the last ten days of the month made uncertain the conditions which may prevail during the ensuing months. The general strike of trainmen and yardmen of the Grand Trunk and Wabash Railways was participated in by a large number of employés of both roads resident here. A large number of other railway men, notably enginemen, shop and roundhouse men and freight handlers, were temporarily laid off because of the strike. The Ontario Power Company completed its new conduit and laid off over 900 men, about half of the total number employed by its construction department. These men were carpenters, concrete men and labourers. A considerable number were re-engaged after a few days for other work. Extension of the power house will employ several hundred men for months to come.

The strike and other reductions in the number of wage earners in and around the city affected local trade very seriously and rendered general industrial and commercial conditions uncertain. The city awarded further contracts for permanent sidewalk and sewer construction. A considerable number of men were employed in painting the cantilever bridge, and in replacing the steel trestle under the elevated tracks approaching the bridge with concrete walls and earth and rock filling. The price of natural gas was advanced 10 cents per 1,000 feet during August, but will be reduced to the old rate of 30 cents in the autumn.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The crops of hay and wheat were heavier than for several years previous. Harvesting was somewhat interfered with by frequent showers. Berry crops were all bountiful, but the late fruits will not give a full crop. Plums are particularly scarce. General farm and garden produce has been plentiful.

Manufacturing.—Manufacturing concerns were all well supplied with orders and the demand for female labour for factories was renewed.

Mining.—Companies engaged in handling natural gas were drilling a number of new wells in the Welland field.

CONDITION OF PARTICULAR TRADES.

The building trades were generally active, but the reduction in the number of skilled men employed on the power development works made future conditions uncertain. There was not enough building under way to employ a large number of additional men. The metal working and engineering trades were all active, particularly the electrical workers and linemen. The shirt, tie, suspender and corset factories were running full time with full staffs. Bakers and butchers were generally busy. The shredded wheat factory was running to full capacity. Fruit and vegetable canneries were preparing for the busy season when they handle the heavier fruits and vegetables. Hotels and restaurants had a very busy month and employment was good. The Grand Trunk-Wabash strike disturbed transportation arrangements, many men being idle as a direct or indirect result of the strike, while on other lines, both steam and electric, traffic was very heavy. Steamboat business was good. Teamsters and carters were still busy. Several hundred unskilled labourers having been discharged by the Ontario Power Company, employment for that class of men was scarce for a time at least.

DISTRICT NOTES.

Welland.—Ratepayers of the town defeated by-laws to expend $60,000 on waterworks extensions and $5,000 on new fire alarm system, but approved by-laws to aid a clothing factory, to build $13,000 worth of new sewers and to grant a franchise to an electric street railway. The clothing factory will be erected at once

and engineers for the street railway have laid out the lines for tracks. The town was greatly inconvenienced by the Grand Trunk strike, traffic of all sorts over the Welland division of the road being entirely suspended for some time.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

General activity prevailed in the labour market during July, all branches of industry being well employed, and the supply of and demand for labour were well balanced. The building trades with few exceptions were all busy. Notwithstanding the large number of houses erected during the last two or three years, there is still a scarcity of houses for renting to the labouring class, and with the continual growth of the city provision for this demand will need to be increased. Sewer, curbing and sidewalk work was an important factor in employment during the month. The ratepayers will be asked to vote on two by-laws; the one to grant forty years' franchise of the use of the streets to the Ontario Power Company, to supply power and lighting; the other for right of way over Niagara Street, North street, a portion of Church street, and along King Street to the Buffalo, Niagara and Toronto Railroad Company, for an electric line from Niagara-on-the-Lake to and through the city to the West. The Grand Trunk Railway Company is asking for 1¼ miles of siding along Carlington street to serve the McKinnon Sash and Metal Works and the Welland Vale factory in the shipping of freight. The by-law granting the same has been given two readings. The Welland Vale Company has previously purchased the property known as the old race course of nearly 100 acres for the consolidation of its works, and will proceed with the work as soon as shipping facilities are assured. The N.C. & T.R.R. Company has constructed the line from Junction of Port Dalhousie line on Ontario street along Ontario street to Carlington street and is busy with a new road bed and trestle through Merritton, which will greatly improve the road when completed. About twenty men are busy straightening and deepening the new Welland canal between locks two and three; the work when completed will greatly facilitate traffic. The Reo Auto works are rushed with orders. All other factories and mills report trade good. The Union Bank has opened up a new branch in this city. A site for a new school for St. James ward has been purchased to supply a much-felt want, owing to the growth of the city in that direction. Business generally, both wholesale and retail, was reported good for the month. The firemen of the permanent staff and the corporation labourers have had an increase in their pay granted them, viz., eight per cent, in the labourers' pay, and a graded scale for the firemen.

The strike of Grand Trunk conductors and trainmen which took place on July 18, does not affect many men in this district, about eighteen all told, but has to some extent hampered transportation, particularly freight. The boat service and N.C. & T.R.R. and other electric lines are giving additional service which relieves the situation.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were busy harvesting crops. Hay was a good crop. Wheat proved better than for many years. Fruits have done well so far, cherries yielding better than was expected. Raspberries improved with rain in the latter part of the month. Tomatoes were greatly improved by the rains and will be a good crop. Notwithstanding the increased acreage there has been devoted to fruits for several years past, the demand still exceeds the supply, showing the possibilities of expansion. The canning factories are all busy, in some cases working overtime.

CONDITION OF PARTICULAR TRADES.

The building trades were active to busy. The metal and engineering trades were active. The woodworking and furnish-

ing trades were active, with conditions fair for employment.. The printing and allied trades were busy. Journeymen tailors, boot and shoe workers were active. The food and tobacco preparation trades were active. Tanners, curriers, leather workers, saddlers, trunk and bag makers were active. Barbers, clerks, stenographers, delivery employés, hotel and restaurant employés and laundry workers were active. All lines of transportation were busy except on the Welland Division of the Grand Trunk Railway Company, which was affected by the strike of the conductors and trainmen. This division is not a very important one except for the transportation of grain from Port Colborne to Port Dalhousie, for the lightening of shipments through the Welland Canal.

DISTRICT NOTES.

Port Dalhousie.—Labour was well employed.

Merritton.—All mills and factories were running full time.

Thorold.—Satisfactory conditions prevailed in the labour market. Supply and demand were well balanced.

HAMILTON, ONT., AND DISTRICT.

Mr. P. Obermeyer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Factories were all working to their full capacity during July. The strike of conductors and trainmen on the Grand Trunk Railway was beginning to be felt by manufacturers at the end of the month, through the stoppage of the Company's freight service, but none was forced to close down, although the steel plant and smelting works were on the verge of idleness for want of supplies.

The building trades were never in better employment, all departments being full of work. The permits issued during the month aggregated in value $266,400, an increase of $61,000 over July, 1909. Of the total, $96,200 is for additions to factories and new factory buildings.

The Hydro-Electric Commission is building its transmission line through the city, and expects to deliver power to the city about September 1.

Bank clearings continue to show a large increase, those for the month being $8,356,881; the corresponding month, last year, showed $7,923,859.

The Public Library Board accepted the plans of a local architect for the new library building.

The Federal Gas Company, a subsidiary concern of the North West Gas Company, of Toronto, has applied to the city for a franchise to sell natural gas for domestic use at 40 cents per 1000 feet.

The new bread by-law, setting the loaves at 24 and 48 ounces went into effect July 1. This involved an increase in weight of ¼ pound and ½ pound respectively. No increase in price has been made.

About 300 men were affected here by the strike of conductors and trainmen on the Grand Trunk Railway which went into effect July 18. Several engine crews in the freight yard were also idle as a result of the strike.

CONDITION OF PARTICULAR TRADES.

Electrical workers have settled the wage controversy on a basis of 30 cents per hour for this year.

Brewery workers, after being on strike about a week, secured an agreement July 4, providing for an increase of about $1.50 per week, and a fifty-five-hour week in summer, fifty-hour week in winter, and time and one-half for overtime.

A new regulation put in force by the freight departments of the Canadian Pacific Railway, Grand Trunk Railway, and Toronto, Hamilton and Buffalo Railway, making five p.m. the latest hour for receiving freight, has shortened the working hours of their teamsters and freight handlers considerably.

The demand for labourers still keeps in advance of the supply.

Difficulty was experienced in getting sufficient berry-pickers. Canning factories also had trouble securing help. Women and girls were wanted. A shortage of female labour in the wholesale clothing factories was also felt.

A change in the wage schedule of the city fire department was made July 11. It provides for an increase of $5 per month for second-year men. The schedule is: First year, $45; second year, $50; third year, $55; fourth year (maximum) $67. Heretofore firemen received $45 per month the first and second years.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The berry season was short, owing to dry weather, and crops rather below the average. Strawberries brought about 10 cents quart; raspberries, 12½ cents; cherries, 10 cents. A hail storm, July 28, did damage to fruit west and south of the city. The Niagara district escaped.

Manufacturing.—Contracts are being let for the buildings of the Oliver Chilled Plow Works, and the dimensions specified indicate that the plant will be much larger than at first estimated. It is calculated now that the works when completed will represent an outlay of close to $2,000,000.

A mortgage for $10,000,000 was recorded at the registry office in this city, July 8, in connection with the taking over of the properties of subsidiary concerns by the Steel Company of Canada.

Arrangements are under way for the consideration of the four city stove foundries.

Railroad construction.—The promoters of the Hamilton, Waterloo and Guelph Railway deny that the project has been abandoned.

Two pay-as-you-enter cars have been received by the street railway company. The cars are in commission, but fares are collected in the old way, and will be until all the cars ordered have been delivered.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed during the month, conditions comparing favourably with June and being better than July of last year. The iron trades were busy, though in some lines not so busy as last month, but the fall trade in these lines will soon commence. The building trades were especially busy, there being an insufficiency of men to meet the demands. During the six months since January building permits were issued representing $241,430.00, which is eighty-three per cent. more than for the same period of last year. There are 231 men employed by the city on local improvement work, constructing sewers, pavements, walks, street watering, etc., and more would be employed if they were available. During the past six months, Customs receipts increased $60,085.76. Barbers have raised the price of hair cuts from 20 cents to 25 cents. Twenty-four truckers and checkers at the Grand Trunk freight sheds went out on strike on July second for an increase in wages. Tuckers were getting 14½ cents per hour and asked for 16½ cents. Checkers were getting 16½ cents and asked for 18 cents. The Company offered the tuckers 15 cents per hour and the checkers $45 per month. The men were out a week and returned to work at the Company's offer.

The factories were not at first seriously affected by the strike on the Grand Trunk Railway, but at the close of the month several had ceased operations, on account of a lack of material and shipping facilities; about 400 men were affected.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers and market gardeners were very busy. There is a demand for farm labourers.

Manufacturing.—The mills and factories were busy and in some cases very busy. Prospects are very bright.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, lathers, plasterers, painters and decorators were very busy. Plumbers, gas and steamfitters were busy. Iron moulders, coremakers, machinists, electrical workers, metal polishers, buffers and platers, stove mounters, blacksmiths and boilermakers were busy, and in some

cases very busy. Linemen, sheet metal workers and horseshoers were active. Woodworkers, carriage and wagon makers and pattern makers were busy. Coopers were active. The printing and allied trades were busy. Tailors and tailoresses were active. Shoe workers were busy. Bakers and confectioners were busy. Cigar makers and tobacco workers were active. Leather workers and saddlers were busy. Barbers, clerks, delivery employés, hotel and restaurant employés and laundry workers were steadily employed, the latter were busy. Railroad trackmen were busy. Freight handlers were very busy before the strike. Street railway employés had steady employment. Teamsters and draymen were busy, cab drivers and carters were active. Unskilled labourers were in demand.

DISTRICT NOTES.

Paris.—The mills and factories were all busy. There is still a demand for operatives in the fabric mills.

GUELPH, ONT., AND DISTRICT.

Mr. Wm. Drever, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during July remained about the same as last month. The building trades were actively engaged and all outdoor workers were well employed. Manufacturers also report trade good, with factories running full time and some of them taking on additional men. The strike on the Grand Trunk Railway is causing a certain amount of inconvenience to some firms, partly overcome by shipping on the Canadian Pacific Railway. The Bell Piano and Organ Company has started work on its large new dry kilns. Wholesale and retail merchants reported a fair month.

The People's Radial Railway started work on the roadbed of the line which runs from Guelph to Berlin and a number of men are employed thereon. No settlement has yet been reached in the Guelph brussels carpet weavers' strike.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had a very busy month. Haying is well advanced and fall wheat is being harvested. They report that the crops are not so heavy as last year, but fully up to the average.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons continued well employed. Carpenters and joiners are active, the supply meeting all requirements. Much the same may be said of lathers, plasterers, painters and plumbers. Builders' labourers were well employed. Iron moulders and helpers had a fair month. Electrical workers and linemen were very active, with stove mounters, blacksmiths and horseshoers busy. Woodworkers were well employed. Piano makers having a very busy month, also sash and door makers. Pattern makers had a good month and coopers a fair one. The printing and allied trades report a good month, no men being unemployed. Garment workers had a very busy month, while tailors report trade slack. Bakers and confectioners were busy, also hotel and restaurant and laundry workers. The demand for female help in hotels and factories was active. Street railway employés had a busy month, also teamsters and expressmen. Unskilled labour was fully employed.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of July was more active in the labour market than the preceding one, all classes of labour being well employed, with an increased demand for skilled labour. There was a demand for cabinet makers, machine hands, female garment workers and boot and shoe workers. Baetz Bros. furniture

factory was destroyed by fire on July 6. Some forty men were thrown out of employment. The loss is estimated at $40,000. Eleven building permits were issued during July, valued at $19,800. Good progress was made with the Weber block and with the offices to be occupied by the Singer Sewing Machine Company's agent. Other buildings were also being constructed as rapidly as possible. Wholesale and retail business remained about stationary. There were no changes in wages or hours of labour.

CONDITION OF LABOUR INDUSTRIES.

Agriculture.—Farmers were busy harvesting their hay, wheat and barley. The hay crop was excellent. Wheat and barley were about an average crop. The oat crop promises to be very good, and the root crop above the average. Cherries and raspberries were scarce, the former being worth $1.35 a basket.

Manufacturing establishments were all busy, with some working overtime.

Railroad construction.—Good progress was reported on the People's Railroad, several miles having been graded on the route between Bridgeport and Little Germania; more men and teams are required.

CONDITION OF PARTICULAR TRADES.

The building trades were active as were also the metal trades. Woodworkers, upholsterers, varnishers and polishers were active, as were also wood carvers, carriage and wagon makers, car builders, pattern makers and coopers. The printing, clothing and food and tobacco workers were active, while saddlers were busy. Active conditions were reported in the miscellaneous and transport trades. Unskilled labour was very active.

DISTRICT NOTES.

Waterloo.—All classes of labour were busy, manufacturing establishments being fully employed, some working overtime. The Dominion Box factory was totally destroyed by fire on July 1; loss about $35,000. Good progress was made on the various buildings in process of construction. Five cabinet makers and two carvers are required at the Globe Furniture works, Waterloo.

Elmira.—Labour was well employed during July. Manufactories were very busy, additional help, both men and boys, being required at the co-operative furniture works. Good progress was made on the new building of the Great Western Felt Company, which is being built of white brick. The building will be 294 feet by 51 feet, two storeys high, with a basement. There will also be an additional boiler and engine room, the whole being estimated to cost $45,000. Twelve dwellings are under construction.

WOODSTOCK, ONT., AND DISTRICT.

Mr. J. Markey, correspondent, reported as follows.—

GENERAL CONDITION OF THE LABOUR MARKET.

The demand here just now is for help rather than for work, although the scarcity of labour is not yet a serious problem. Most of the farmers in this district seem to be fairly well supplied with farm help for the harvest, although there are complaints from some districts where men, hired earlier in the season, have since yielded to the call of the West. Bricklayers are needed in the buildnig trade and are hard to get. Contractors in granolithic sidewalks are also looking for help. Some of the factories want skilled labour, painters, blacksmiths and woodworkers.

All factories are reported fairly busy, although this is not regarded as the busy season for musical instrument manufacturers. A slight falling off is reported by some of the piano and organ factories, due in some measure to the uncertainty about the Western crops; but the foreign trade is keeping up very well, and the factories are all running. The furniture trade is very active. The Canada Furniture Manufacturers report the outlook fully three times as good at the present time as it was this time a year ago. Manufacturers of wagons and sleighs also

report business excellent and prospects very bright. They have some difficulty in securing skilled labour, especially painters, blacksmiths and woodworkers. The stove manufacturers report business very good. The outlook is strongly influenced by harvest conditions in the West. The Oxford Knitting Company reports business very active. The Company is putting up a large addition. One of the problems of this concern is to secure girl help.

Bean and Westlake, confectioners and biscuit manufacturers, have found business so good that they are enlarging and improving their premises.

CONDITION OF PARTICULAR TRADES.

There is considerable work in the building trades, and there is a scarcity of bricklayers, masons and ordinary labourers. Iron moulders and iron workers generally, are busy, and there is some demand from the wagon factories for the blacksmiths. Woodworkers, upholsterers, varnishers and the like are busy. There is a demand for woodworkers from some of the wagon factories. Business in the printing trade is reported satisfactory. There is some demand for compositors and press feeders. Business in the clothing trade is good. Bakers, butchers and confectioners are busy. Cigar makers also are busy. Tanners are active.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was very active during the month. The building trades continued active. All branches of industry were busy, excepting the Grand Trunk shops which were closed for five days, commencing on the 19th.

The Grand Trunk Railway trainmen in Stratford are: twenty-five conductors, fifty brakemen and sixteen yardmen. Goderich has four conductors and eight brakemen, and Palmerston has twenty conductors, forty brakemen and four yardmen on strike. Several local factories are having drays to team their goods to St. Mary's, 12 miles distant, the nearest Canadian Pacific Railway station for shipment. Three by-laws will be voted on on the 29th. (1). To guarantee the bonds of Dufton, Limited, to the extent of $12,000. (2). To grant privileges to operate a line of electric railway in the city and neighbourhood. (3). An electric plant by-law whereby the Stratford Gas Company's plant will be purchased by the Light and Heat Commission on a yearly payment of $4,380 for ten years.

The Customs returns at Stratford were $11,208.36, a slight advance over the same month, of 1909. The Excise total was $4,379.59. No changes in rate of wages or hours of labour were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers are through haying, and fall wheat cutting has commenced. Wheat is reported a very good crop, both in grain and straw. Market prices are:—

Butter, 20 cents, per lb;
Eggs, 20 cents a dozen;
Chickens, 60 to 80 cents, each;
New potatoes, 30 cents a peck;
Wheat, $1, per bushel;
Oats, 40 cents, per bushel;
Barley, 45 cents, per bushel;
Peas, 70 cents, per bushel.

Manufacturing.—The industries have continued employing the usual number of men.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers and plasterers were active. Painters and paperhangers, plumbers and stone cutters and builders' labourers were busy. Iron moulders, workers and helpers were active. Machinists, blacksmiths and horseshoers were busy. Woodworkers, upholsterers, varnishers and carriage makers were active. Coopers did a good trade. Printers were busy, especially job hands. Journeymen tailors were steadily employed and factory workers were very busy. Bakers and confectioners and ice cream parlor work-

ers were very busy. Cigar makers report trade very good. Barkers, clerks, stenographers and delivery employés were active. Hotel, restaurant and laundry workers were busy. Railroad conductors, engineers, firemen, trainmen, switchmen and freight handlers were very busy until the nineteenth; since then, owing to the strike, they are quiet. Cab drivers, draymen and teamsters have been very busy. Unskilled labourers were well employed.

DISTRICT NOTES.

Mitchell.—Flax pulling has commenced. Flax is reported a very good crop, giving work to a number of men and boys.

Seaforth.—It is proposed to submit three by-laws, one, to enter into an agreement with the Hydro-Electric Power Commission to furnish the town with 400 horse-power; the second, to provide for the raising of $25,000 for the purpose of erecting a power house and power plant for street lighting; the third provides for the guaranteeing by the town of the bonds of the Bell Engine and Thresher Company to the amount of $50,000, the town to be secured by a mortgage on the plant. The by-laws will be voted on August 8.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market has been of the best throughout the entire month. In the factories and foundries business was extra good. In the building trades there was not so much stir, and until the strike of Grand Trunk Railway trainmen, business was very good on the railroads. On the hydro-electric power lines entering the city, and on the local part of the same a scarcity of help was noted, and the city was offering $2.00 for young, able-bodied workers. The strike of the Grand Trunk Railway switchmen and trainmen, did not paralyze shipping here as in some other quarters, this city having four trunk lines entering it, namely, the Grand Trunk Railway, Canadian Pacific Railway, Michigan Central Railway, and Père Marquette, giving shippers ample facilities for getting their freight out. The passenger traffic was not altogether suspended at any time and, with the exception of a few trains cancelled, and the trains running behind time, continued uninterrupted but freight trains were completely at a standstill for a whole week. On account of the strike the Grand Trunk Railway car shops were closed for four and one half days, and the 415 hands were forced to be idle.

At a special meeting of the City Council, held July 15, the following petition was presented.

"*The Mayor and Aldermen, City of London*:

"Sirs,—

Whereas a strike of the trainmen in the employ of the Grand Trunk Railway Company is threatened, and if such be allowed to take place, it will cause the car shops in this city to be closed, and upwards of 500 hands thrown out of employment;

"Now, we, the undersigned employés of the car department of the Grand Trunk Railway Company, hereby petition your honorable body that you will at once request the Minister of Railways and Canals for Canada, or such other authority as may be proper, to cause an inquiry to be made into the differences alleged to exist between the trainmen of the Grand Trunk Railway Company and the said Company, and the cause thereof; and for that purpose, under his hand and seal of office, to establish a committee of conciliation, mediation and investigation, pursuant to Section 12, Chapter 96, of the Revised Statutes of Canada, 1906."

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The harvest outlook for this locality is of the best, all kinds of grain doing well, and a heavy crop of hay having been cut. No kind of farm help can be secured, except recent arrivals from England, who have no experience.

CONDITION OF PARTICULAR TRADES.

Bricklakers and carpenters are all working. Lathers and plasterers are very busy. Painters are slack. Iron moulders, iron workers and machinists are busy. Electrical workers are exceptionally busy, as are linemen and boiler makers. Carriage and wagon workers report trade good. Car builders have a lot of work on hand. Coopers are busy.

The printing trade has been exceptionally good, especially on the newspapers, and linotype operators have been in demand. A new scale of prices went into effect with the typographical Union at the first of the month, which gives a general increase of $1 per week to all printers. Tailors are slack at present, this being their off season. Garment workers are busy. Boot and shoe workers are very busy. Cigar makers are busy. The local biscuit factories report business good, and a shortage of female help. Tanners are very busy. Until the strike of the Grand Trunk Railway business was slow on the Canadian Pacific Railway, but now they are so busy the men can get but little rest. Teamsters are busy. There seems to be plenty of work for unskilled labour.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The peaceful conditions usually prevailing in labour circles in the city were disturbed to some extent when the Wabash trainmen on the Grand Trunk Railway, on the division between Windsor and Fort Erie went on strike, resulting in a tie-up which was complete on this division for three or four days. Practically all train employés, including enginemen and shopmen, were compelled to observe a period of idleness, until such time as negotiations were concluded, which resulted in the Wabash trainmen going to work. While no increase was granted in wages the Wabash men will in future, be classified as Wabash employés and will be permitted to take grievances before the Wabash officials for readjustment. Heretofore this privilege was denied the men by the Wabash officials, and as the Grand Trunk officials also refused to recognize the grievance committees of the trainmen, the men were practically without representation in matters affecting their rights as employés. The men on resuming work were given to understand that they would not be requested to handle Grand Trunk Railway freight and that only Wabash business was to be considered. The men formerly working as joint Wabash-Grand Trunk Railway men will hereafter work as straight Wabash employés. The strike on the Grand Trunk Railway, now that the Wabash employés have resumed work, will not affect this city to any extent, as there are very few Grand Trunk Railway men in service in St. Thomas.

Re-organization of the Trades and Labour Council was brought about at a recent meeting and a charter has been granted the Council permitting affiliation with the Dominion Trades and Labour Congress. All classes of mechanics are now represented, and unusual enthusiasm is manifested in labour circles since the re-organization. Railway traffic men on the Père Marquette and Michigan Central Railways report a busy month. The strike on the Grand Trunk Railway has resulted in a considerable amount of freight being diverted over these lines, and also in a considerable increase in the number of passengers handled. Building continues active in this city although the present supply of houses is greater than the demand. Times are generally good in and around St. Thomas, and the demand for labour is brisk.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The crops in this district are reported to be first class. In some parts of the district it is claimed that the harvest will be the best in seven or eight years. There has been plenty of rain and the weather conditions have been altogether favourable for a bountiful harvest.

The conditions governing local industries are normal; there being little change from the preceding month. All hands appear to be well employed. There is talk of the Nursery Shoe Company extending its plant in the near future.

CONDITION OF PARTICULAR TRADES.

All mechanics employed in the building trades have been well employed during the month of July. Iron moulders, iron workers, machinists and railway

shop employés have been well employed. Other tradesmen have had a normal month, and there are no idle men who are desirous of getting employment. Unskilled labour has been well employed.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market showed a decided improvement over the preceding month. In the building trade the demand for skilled labour was very good. A larger number of contracts were awarded, including the Knights of Columbus Hall ($15,000); church ($4,500); Chatham Fruit Growers, Cold Storage plant ($10,000); and several smaller ones. Prospects are for a good fall building trade. The carriage and wagon factories are very busy. The William Gray & Sons Carriage Company had to send out jobs to other factories in order to meet the demand. The Chaplin Wheel Works and the Wolverine Brass Works closed down for stock taking for two weeks. A large number of men were idle the first half of the month, but have resumed work, and both factories are very busy. The Walker Shirt and Pant factory is now running, employing principally girls. The International Harvester Company having purchased the outfit of the Chatham Wagon Works, will proceed at once to enlarge the plant by fully one-third. There were no changes in hours or wages in July.

CONDITION OF PARTICULAR TRADES.

The various skilled trades were busy, with unskilled labour well employed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy harvesting, but find it hard to secure harvest hands, wages running from $1.50 to $2, with board. It is estimated that the hail storm on the twenty-eighth damaged the crop in the district to the extent of $100,000; corn and sugar beets being the greatest loss, many fields being a total loss. Apples will be the lightest crop in years.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

General activity prevailed in the labour market during the month. Complaints were frequent of the shortage of labour, both skilled and unskilled. The building trades are very busy with plenty of work ahead, and more coming out every day. The Bell Telephone Company has a large gang of men changing its overhead to an underground system. Wholesale trade is active. The strike of trainmen on the Grand Trunk Railway and Wabash Railway threatens to be serious, as it affects about 200 in this city.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers and market gardeners are busy harvesting their crops, which are turning out better than they expected.

Manufacturing.—All mills and factories were running full time, with plenty of orders ahead.

Railroad construction.—The Michigan Central tunnel is about completed. Only a few men are now employed.

CONDITION OF PARTICULAR TRADES.

The building, metal, engineering and woodworking trades were active, with a demand for men in almost every trade.

The printing trade is very active; there is a demand for printers. Journeymen tailors and garment workers are very busy. Leather workers are busy. Barbers report an active month. There is a demand for clerks, stenographers, delivery employés, hotel and laundry workers. Transportation employés are very busy. Unskilled labour is in demand.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed during July. In fact there was a shortage in most lines. Taken altogether, the town has never known a more prosperous season. The building trades were very brisk, building operations being on a large scale, but building material, especially brick and cement were hard to procure.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The opening of a farmers' market in town has had a good effect on agriculture and kindred lines in the district.

Fishing.—Normal conditions prevailed.

Manufacturing.—The various manufacturing plants were busy during the month. Construction work in connection with the Lake Superior Corporation's enlargement of plants, docks, &c., was being rapidly advanced.

Railroad construction.—Extensions to the Algoma Central Railway were progressing rapidly.

CONDITION OF PARTICULAR TRADES.

The various skilled trades were busy, and unskilled labour was in good demand.

PORT ARTHUR, FORT WILLIAM, ONT., AND DISTRICT.

Mr. Fred. Urry, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

For the month of July the demand for labour has kept every branch actively employed. The demand for general abourers, owing to so much street improvement, has been great, and wages range from 20 to 25 cents an hour.

While no new industries have been started, buildings for some are in active progress in both cities. The Canadian Stewart Company have day and night shifts of men working at the dry docks, Port Arthur, and great progress is being made in the excavations and dock works.

The building trades are exceptionally busy, and all craftsmen fully employed, with a demand for men. Business in the retail and wholesale trades is good. Wholesale houses report increased business over preceding years. Many new retail stores have been started, and seem to have gained a foothold, while established firms are doing well, some enlarging their premises.

With the exception of the Brotherhood of Railway Carmen, at the Canadian Northern Railway Company sheds, of Port Arthur, there is no unrest.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers in the vicinity of the two cities are yearly becoming an important factor in the life and wealth of the district. This year, the hay crop is very poor, owing to dry weather, but with the advent of wet weather during July the root crops are doing well, many of the farmers plowed up their land and sowed to millet on the advice of the Agricultural Department, and will likely get sufficient feed for their cattle. The agricultural industry of this district is one that should be fostered, the country being rich in mineral wealth. A persistent effort is being made to get better trunk roads for the district.

Fishing.—Arrangements are in a forward state for a fish hatchery on the island at the mouth of Currant river, Port Arthur.

Lumbering.—The sawmills and lumber yards have been kept very busy, owing to active state of building trade. Two new companies have opened up lumber yards in Port Arthur, and this has had the tendency to keep the price of lumber down. Other industries established here have been going at their regular rate. Work at the coal docks, elevators and freight sheds has been active all the month.

CONDITION OF PARTICULAR TRADES.

All the building trades have been kept busy during the month. Every craftsman has been in demand, and all trades unions report all their members fully employed. General labourers are greatly in demand this month. Machinists and engineers, steam enigneers, electric workers, linemen, sheet metal workers have all been actively employed. Printers, pressmen and photo engravers have all been busy, and are looking forward to busier times. Bakers, confectioners, ice men, &c., have had a busy month, as also have clerks, stenographers and delivery employés; also hotel, restaurant and theatre employés. Laundry workers have been active, there is a large tourist traffic in July and August, and the hotels are all busy. Railway men generally, and freight handlers have been active, also steamboat men, steamboat firemen, ship labourers, longshoremen, street railway men, draymen, teamsters and expressmen. Unskilled labour has been in demand.

The Sailors' Mission of the Great Lakes has opened a reading and recreation room for the sailors and longshoremen on the water front, at Port Arthur. This is the first thing of the kind that has been done, and it is a great boon for the men

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:——

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally, has been well employed during July. This is usual in the city of Winnipeg itself. Large numbers of extra hands are required by business houses making exhibits at the annual fair, and a great many workmen are employed in getting the necessary buildings and other equipment into repair.

On the part of employers generally, there has been a tendency to retrench, and employés leaving their work, in many cases, have not been replaced. This policy has been followed because of the uncertainty with regard to the crop.

Trade has shown no sign as yet of declining. In the case of binder twine, it is reported that fully one-third of the orders have been cancelled. Where the crop is fair the straw generally, is light, and will not, in consequence, consume as much twine as the crops of the last few years.

Bank clearings continue to show expansion. For July, the returns for the month are $78,409,478, which is 54.6 per cent. greater than for the same month of last year. Clearings for the first seven months of the present year show a gain of thirty-three per cent.

During the month there have been no general changes in the rates of wages. Some slight advances have been made to permanent officials of the city. The engineer of construction said that in the beginning of the year progress in public works had not proceeded as rapidly as he would like, because of the difficulty in holding experienced men at the rate of wages paid.

On July 7, at 11.30, approximately 500 carmen employed in the Canadian Northern Railway Company shops, at Fort Rouge, went on strike. The men refuse to accept the award of the Conciliation Board appointed at their instance. On July 24, a signed statement was issued by the men to the following effect:—

"The award of the Conciliation Board could not be accepted for the following reasons: Only one demand of the men was awarded, namely, the nine-hour working day, and without any increase of pay, this meant a ten per cent. reduction. After the evidence submitted and the statement made by the Chairman of the Conciliation Board that the cost of living had greatly increased, we cannot conceive how any three sane and intelligent men could sign such an award. They evidently signed a schedule presented to them, prepared in such a manner as to show an increase of 1 cent, and 1½ cents per hour to some men, but in reality a reduction of from $4 to $20 per year to those who receive the same, as the over-time for Sundays and holidays which has been established for eight years is taken away, and the working hours increased in their case to eleven hours per day.

"In the case of carpenters and other

mechanics in 1906, the wages paid by the Canadian Northern Railway Company were the same as they are paying now, and the rate of pay in the city at that time was 35 cents per hour. To-day the rates ruling in the city are 45 cents per hour, and 33 cents per hour is still the amount paid by the Canadian Northern Railway Company.

"A similar state of affairs exists in the other trades, namely, coach painters, tinsmiths, steamfitters and wood machinists.

The men are still on strike, and there does not appear to be any signs of a settlement. The Canadian Northern Railway Company trains are running. By the men it is claimed, that the service is not satisfactory.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Recent rains over the entire West have improved the crop outlook, but it is still the opinion of bankers and others who are in communication with every district throughout the three Prairie Provinces, that the grain crop will be very much below that of last year. The general opinion appears to be that the yield of wheat will be between 85,000,000 and 90,000,000 bushels. The districts which have suffered most generally from the drouth are southern Manitoba and southern Alberta. A serious aspect of the situation in these districts is the shortage of hay and feed for cattle. Some of the southern Manitoba farmers have secured millet seed to sow if the weather is suitable. In southern Alberta, in the Lethbridge district, the Canadian Pacific Railway Company will extend one of its branches, and one of the conditions under which the contract was let was that only teams of farmers should be employed.

Railroad construction.—The railroad contractors state that the supply of men during July, has been very much better than they expected. The cause of this exceptional condition at this season of the year is the failure of the crops in North Dakota, from which point many men are coming in search of work.

CONDITION OF PARTICULAR TRADES.

The final returns of building permits issued for the month of June, showed a very decided increase over the corresponding month of last year, as shown by the following comparative table:—

COMPARATIVE FIGURES.

Period.	Permits.	Buildings.	Cost.
June, 1906	416	501	$1,436,450
" 1907	337	412	1,110,600
" 1908	196	229	802,200
" 1909	418	490	2,042,850
" 1910	373	416	2,406,600
Six months—			
1906	1,835	2,251	$7,058,150
1907	1,606	1,907	4,443,850
1908	714	807	2,238,250
1909	1,305	1,545	5,468,850
1910	1,789	2,201	9,835,500

The permits for July, it is estimated, will exceed $1,250,000. Generally speaking, all workmen in the building trades are fully employed.

All the foundries are busy, and are employing staffs fully as large as in any previous year. The Dominion Bridge Company are extending very materially, their buildings and plant.

NOTES.

The Canada Cement Company announces that a cement mill with a capacity of from 2,000 to 3,000 barrels, will be erected at or in the vicinity of Winnipeg.

The Power Construction Department of the city of Winnipeg will shortly commence the laying of conduits for the transmission and distribution system within the city of Winnipeg. Tenders for this work have already been called for.

Tenders have been awarded by the City Council of Winnipeg for the erection of an overhead bridge between Brown and Brant streets, which will cross the yards of the Canadian Northern Railway Company.

The City Council of Winnipeg has instructed the city engineer to construct two new wells to increase the water supply of the city.

BRANDON, MAN., AND DISTRICT.

Mr. E. Fulcher, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market is not so good at the present time

as during the early summer. This is especially true of the building trades; many of the buildings that were commenced early in the spring have been rushed to completion, and some of the larger buildings are not properly under way yet. The bricklayers are slack, more than two-thirds of their number being idle.

Several large warehouses are being erected this summer. The Cockshutt Plow Company is erecting a four-storey building and the International Harvester Company a six-storey warehouse. The men employed on the Clement block and on the Nation and Shewan addition are working overtime. Messrs. Hanbury are working overtime at their sawmill.

A disastrous fire occurred on the 23rd at the Empire Hotel. Two additional storeys had been put on the building and were nearly completed. The building took fire in the upper flat and the top two storeys were consumed, the north and west walls collapsing, the remainder of the building being severely damaged by water. The damage is estimated at $36,000.

Agriculture.—The crops have suffered severely from drouth. The average yield is not expected to be over 10 bushels to the acre. The Experimental Farm started wheat cutting on the 25th.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were very dull, but carpenters and joiners were busy, and lathers and plasterers, painters, stonecutters and builders' labourers very active. Iron moulders and machinists very busy. Cigar makers, railroad employés and unskilled labour were also busy.

REGINA, SASK., AND DISTRICT.

Mr. W. B. McNeil, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During the month of July, labour in all branches was well employed, there being a supply barely meeting the demand, especially in the case of bricklayers and plasterers. There was a marked improvement over the preceding month, and over the corresponding period of last year. From a commercial standpoint the situation has improved vastly; the staff of freight handlers, etc., having frequently to be increased to cope with the advanced and constantly increasing traffic.

Trade in general, wholesale and retail, is very active, as is marked by the erection of numerous warehouses and more modern stores.

The Dominion Trust Company has decided to locate here, and a seven-storey block is well under construction,

Tenders are being called for the erection of a Public Library at a cost of $40,000, and the foundation of which is to be put in this year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The recent rains have considerably lessened the anxiety which was prevalent among the farmers of the surrounding districts. The absence of rain for so long a period has already had such an effect on the crops that many acres have been plowed under in certain districts. Generally speaking, farm help is well employed.

Manufacturing.—The output of the Automobile Works is on the increase, as is evidenced by the increased staff of workmen. It is reported by one firm that up to the present, business stands 75 per cent. ahead of that done during the whole of 1909. The soap factory reports trade very active, as a result of which labour to a larger extent has been employed.

Railroad construction.—Very active conditions prevail throughout the Province, especially in the local division, where many new tracks are being laid to cope with the increased freight traffic, also spur tracks which run to various warehouses now in construction.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were very active during the month, the demand

being far in excess of the supply. Carpenters and joiners were well employed, and meeting all demands made upon that branch of the building trade. Lathers were active, and plasterers were much in demand. Painters and paperhangers were well employed, and the demand was somewhat in excess of the preceding month. Plumbers, steamfitters and stonecutters were very active. Builders' labourers were kept busy. Steam engineers were very little in demand, but electrical workers had a good month, as also did the bicycle workers. Upholsterers were much in demand, and the carriage and wagon makers were kept fairly busy. The demand for the various branches in the soap factory for labour, continues to increase, and the prospects for the fall are very bright. Printers and pressmen were active, while electrotypers and bookbinders were in demand. The garment workers reported trade as fair, having fallen off during the month, though comparing very favourably with the corresponding period of last year. Bakers and butchers had a good month, and the cigar makers report a poor month, but this being a new branch of industry in Regina it is anticipated, as time goes trade will improve, as its establishment becomes more popular. Barbers and stenographers were well in demand, and delivery employés were active. An agreement has been entered into between the deliverymen and the storekeepers that on and after July 25th, 1910, no orders will be taken for delivery the same day after 4 p.m. and 8 p.m. on Saturdays until December 31; after that date till May 1, 1911, 6 p.m. on Saturdays. Hitherto it has been 6 p.m. and 10 p.m. on Saturdays. This change enables the delivery men to get through their days' labour at an earlier hour. Hotel and restaurant employés were well employed. Laundry workers in all branches being much in demand. Owing to the recent arrival of an exceptionally large number of Austrian emigrants, many of the unskilled labour class find it difficult to secure employment.

MOOSEJAW, SASK., AND DISTRICT.

Mr. T. Backus, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during July was very brisk; nearly all departments of industry being well employed. Those engaged in the building trades were in good demand; there was a call also for unskilled labour for street work. A start has been made on street paving. The concern engaged in this work will also undertake the laying of the street railway lines along the paved area. There is every prospect at this time that 5 miles of the electric read will be in operation this year.

Work on city improvements during the month has been above the average. Good progress is being made in the laying of cement sidewalks, and house connections are being made at a fair rate. Altogether the city at this time presents a scene of healthy activity, probably unprecedented in any previous year.

Four money by-laws were approved by the ratepayers during the month, calling for the expenditure of $412,000. Of this, $375,000 was for sewer and water extensions, and the construction of a sewerage disposal plant. The remainder was for sidewalks and road improvements.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather during the past month has been unfavourable for the crops, lack of moisture and dry weather with hot winds having worked considerable damage in many quarters. On the whole, however, this district will produce a fair yield. On the well cultivated farms near the city the grain looks promising, and here and there some large crops are expected. It is in the "south country" and in other portions of the district where the land has not yet reached a high state of cultivation that light yields will be experienced. The wheat

is fast heading out and an early harvest is assured. In two weeks' time cutting should be general.

CONDITION OF PARTICULAR TRADES.

Carpenters, bricklayers, stonemasons, painters and plumbers have all been very active during the past month. Builders' labourers were also busy. Machinists and engineers were fairly busy, also electrical workers. Printers and pressmen had a good month, and there were no idle hands in the city. Transportation hands were all well employed. Boiler makers and iron workers generally, were fairly busy. Butchers, meat cutters, confectioners, bakers, barbers, store clerks and delivery employés were all active.

CALGARY, ALTA., AND DISTRICT.

Mr. Edwin Howell, correspondent, reported a follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All classes of skilled labour were well employed, except masons, stonecutters and carpenters, of which there are a number of unemployed. Trade was quieter than the preceding month, but considerably brighter than the at corresponding month of 1909. A by-law has been recently passed to erect a new power station in Victoria Park, for which tenders are to be called for shortly. By-laws were also passed for water mains and sewer extensions. The Canadian Northern Railway Company is making preparation to build the new depot. Price-Jones, a British firm, has started to erect a new departmental store. A new brick-making plant is in process of organization. It is estimated that the increased value of the grain, with the increased acreage, will almost bring crop returns up to last year, notwithstanding the drought. Dairy farmers are having difficulties, owing to the rise in price of feed, and it is anticipated that dairy produce will rise in price in consequence. John Lineham's and the Eau Claire Company's timber limits have suffered losses owing to bush fires. The Canadian Northern Railway Company is rapidly approaching the city. The Grand Trunk Railway Company is also negotiating for an entrance. Wholesalers and retailers report a decrease, as compared with the preceding month, but much more active conditions than at the corresponding month of last year. Bank clearings for July, were $12,371,753, an increase of $4,104,196 over corresponding period of last year, which was $8,267,557. Building permits were for July, 1909, $182,280, as against $520,098, an increase of 284 per cent. Customs returns are: July, 1910, $81,156.52; July, 1909, $48,800.60; increase, $32,355.83.

CONDITION OF PARTICULAR TRADES.

Bricklaying has been very active and masons were fairly well employed, with a few unemployed. Carpenters and joiners report twenty per cent. unemployed. Lathers were fairly well employed. Plasterers are in demand at present. Painters still continue busy. Plumbers report a few unemployed. Gas and steamfitters were well employed, but stonecutters report fifty per cent. unemployed. Builders' labourers were active. Iron moulders busy. Other iron workers and helpers, machinists and their helpers were fully employed, but electrical workers were very quiet, with linemen busy. Blacksmiths, boiler makers, sheet metal workers, horseshoers, jewellers all report trade very good.

The printing and allied trades report a busy month. Clothing trades also were busy, as were the food and tobacco preparation, leather and miscellaneous trades. Railway hands were well employed. For unskilled labour there was a good demand.

LETHBRIDGE, ALTA., AND DISTRICT.

Mr. J. M. Ritchie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Both June and July have been dull

months, considering the time of year. The supply of labour has been greater than the demand. The failure of the crop has had much to do with this. Work has been started on the Provincial Court House, giving work to bricklayers and stonecutters. The new jail is giving work to concrete workers, &c. There has been no exceptional activity in any class of work during the last two months. The wholesale trade has been good, but retail trade has been dull. Rates of wages have been inclined to drop for unskilled labour. The labour market has been free from unrest.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to the excessive dryness of the season, there has been little done in breaking up new land. The prospects are not good, even where the straw is long.

Manufacturing.—Work is confined to joinery for buildings and foundry work for repairs.

Mining.—Great activity prevails. The Galt mines are working full time, but no extra men are employed. The Diamond City mine, a small concern in the past, is enlarging its plant, to be able to get out 600 tons daily. The Lethbridge Collieries, situated 7 miles west of Lethbridge, are busy. These mines have produced no coal as yet, but are sinking what is said to be the largest coal shaft in the Dominion. At both the last mentioned places many houses are being built to house the miners and their families.

CONDITION OF PARTICULAR TRADES.

Bricklayers have been but partially employed during the first half of the month. This was mostly owing to lack of structural steel. Stonecutters have been busy on the new Court House. July has been a dull month for carpenters and joiners, many leaving the city, as there has been little work to be had. Lathers and plasterers have been fairly busy. Blacksmiths were fairly busy, owing to some large buildings requiring iron work.

NELSON, B.C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout Kootenay district, during July, has been active, a slight shortage existing as to skilled miners and experienced lumbermen, though otherwise the demand appears to be fully supplied. Harmonious relations exist between employers and employés. The Canadian Pacific Railway Company is making extensive repairs and improvements throughout this district; several steel bridges are being built, parts of the roadbed being relaid with 85-pound steel rails, wooden bridges being filled in, retaining walls of masonry built, and a cement or concrete round house being erected at Smelter Junction, containing five locomotive stalls. The estimated expenditure for this work during this year is reported to aggregate $1,000,000. About 500 labourers are now employed at the various points.

The "Lucky Jim" mine, situated in Slocan district, has recently struck ore in its lowest level, showing 35 feet in width of ore that exceeds fifty per cent. in zinc. The strike is reported to have doubled the value of the mine.

Five fires have occurred in Nelson, within the past two weeks, the origin of which in each case is unknown, causing a property loss of a little over $40,000.

Continued dry weather has prevailed, and numerous bush fires have occurred at various points throughout the entire district, entailing enormous damage to standing timber, though the most disasterous case occurred in the Slocan-Kaslo district, where, in addition to the financial loss of the entire town of Whitewater, part of the Whitewater Mine buildings and plant, part of the Rambler-Cariboo buildings and plant, the Kootenay & Slocan Railway bridges and trestles, and the "Lucky Jim" mine buildings, five men lost their lives at the "Lucky Jim" mine, on the nineteenth instant, having taken refuge

in some of the tunnels of the mine, they were suffocated by the smoke.

The Canadian Pacific Railway Company has called for tenders for the construction of a tourist hotel at Balfour, on Kootenay Lake, estimated to cost $80,000

The Great Northern Steamer *Kaslo* has been floated, and is now undergoing repairs at the Company's ship-yards, near Kaslo. The tonnage mined by the Crows Nest Pass Coal Company, at Coal Creek and Michel, for the month of June is reported at 116,447 tons, while the pay-roll for the same period amounted to $203,400. The June pay-roll for the three lumber companies adjacent to Fernie, B.C., amounted to approximately $40,000.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. J. P. McMurphy, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions have been exceptionally good and there seems to be a general activity in all branches of trade and especially in the building line. A large number of new residences are being erected in this city and vicinity, likewise improvements to some of the business blocks, the demand for which is becoming greater all the time. A new wage schedule has been drawn up between the British Columbia Electric Railway Company and their employés, increasing the wages of said employés and embracing a term of three years. The machinists of this city are on strike for an increase in pay and small reduction in the hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—At the present time the farmers are all busy getting in their hay and from appearances have a fairly good crop.

Fishing.—The fishing on the Fraser river for the much-valued sockeye is almost in full progress, although the catch so far has been a light one.

Lumbering.—The lumbering business was never better than now, all the mills running to their fullest capactiy.

CONDITION OF PARTICULAR TRADES.

Activity was the rule, except among iron moulders and machinists.

VANCOUVER, B.C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market, was unchanged from the previous month. A year ago there was a surplus of unemployed, owing to large numbers of workmen arriving on their way to Prince Rupert, which place was then closed to the public. The opening of the port and the creation of the new town of Stewart, resulted in an unexpected rush to the north.

Hot weather prevailed which to some extent caused temporary dullness in trade, but trade quotations continued firm.

The machinists' union notified local employers that it would enforce the eight-hour day on July 5. Employers and employed were negotiating up to the time of writing (July 25). The machinists' union opposed the formation of workingmen's clubs, as outlined by the committee of the Trades Council.

The bakers' union has passed a resolution re the Bake Shops Act, which so far has not been enforced.

The price of real estate in workingmen's residential districts continues high. In a large number of instances workmen sub-let part of their house to roomers in order to keep up with their rent.

A committee of the Trades and Labour Council will wait upon Sir Wilfrid Laurier upon his arrival next month, re the Asiatic labour question. The Trades and Labour Council decided to take out a charter from the American Federation of labour, and will also retain affiliation with the Dominion Trades and Labour Congress. The Council went on record as favouring the establishment of a Sunrise Court for juveniles.

The Northwest district convention of the United Association of Journeymen Plumbers and Steamfitters has been in session from the week ending July 16, in Vancouver. Delegates were present from practically every industrial centre in the jurisdiction, including Butte, Portland, Spokane, Bellingham, Seattle and Tacoma.

A $5,000 fire occurred in the lumber yards of the Prudential Investment Company.

The British Columbia Gazette contained 3,070 applications to purchase Government lands in the northern part of the Province.

A Committee of the Board of Trade reported in favour of the public ownership of telephones as follows:—

"That the Province of British Columbia would be quite justified from a business point of view to either buy out the British Columbia Telephone Company, if they would sell at a reasonable price, or failing this to build trunk lines through the Province, thus allowing cities and municipalities, that wished to establish independent systems, to have connection not only throughout this Province and Alberta, but with the United States."

The Western Canada Power Company is to complete its initial development of 20,000 electrical horsepower at Stave Lake by September 1, 1911, and the entire works are to be completed and in operation by September 1, 1915.

A contract for paving Broadway street was let for $49,000.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The total pack of sockeye salmon along the northern British Columbia coast is estimated as being in the neighbourhood of 160,000 cases to date. At all points large numbers of fish are reported outside and the outlook for a good season's pack in the north is excellent.

Lumbering.—All mills are working to full capacity.

Railroad construction.—The season is the busiest ever recorded.

Mining.—A big strike of gold, silver and copper is reported at Portland Canal.

DISTRICT NOTES.

North Vancouver, B.C.—The ratepayers carried a by-law to borrow $250,000 for the purchase of shares in the capital stock of the Burrard Inlet Tunnel & Bridge Company. This is for the proposed combined railway, vehicle and foot-bridge across the Second Narrows, connecting Vancouver city with the district of North Vancouver. Building operations were very active. Wallace's shipyards worked overtime, likewise the sawmills.

Point Grey.—The ratepayers voted in favour of five by-laws, namely: (1). A train franchise to the British Columbia Electric Railway Company for forty years. (2). Water, $500,000. (3). Sewers, $250,000. (4). Parks, $100,000. (5) Roads, $100,000. These public works will be proceeded with as early as possible.

Prince Rupert.—The Typographical Union has increased its membership, another newspaper having been started. Real estate is reported active.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The conditions of the labour market in this district during the month have been very active. Outside labour has been in good demand and while no scarcity has been reported, anybody wanting work could get something to do. Steps have been taken to start a large brick-making plant in this district, which will employ a number of men. The coal mines have been exceptionally active for the time of year. Business men, wholesale and retail, report business as very good. There have been no changes in rates of wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers have been busy during the month, with their hay, and grain cutting is now in full progress.

Fishing.—There is no activity among the fishermen at the present time.

Lumbering.—The sawmills in the district are working steadily, some of them

are working overtime. The logging camps are in active operation all along the coast.

Mining.—The coal mines of the district are working full time and can hardly meet the demand for coal, A few years ago nearly all of the coal mined on the Island was shipped down the coast, but now the demand from the local trade takes nearly all of the coal that is being raised in the mines.

Railroad construction.—Railroad construction on the extension of the E. & N. Railway to Alberni, on the west coast of the Island is being pushed as fast as practicable. Land clearing by the Canadian Pacific Railway is going steadily forward and cleared lands are now placed on the market in several districts of the Island.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons report work as fair. Carpenters and joiners are very active; new buildings of a good class are being erected all over the city. Painters and paperhangers are active. Plumbers are also active. Builders' labourers have been active during the month. Blacksmiths and carriage makers report work as good. Printers report work as active. Teamsters and express men have been well employed. Unskilled labour has been in active demand, as beside gener al work the city has started an extension sewerage system and has a contract let for several miles of cement sidewalk as well as extension of the waterwork system.

THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907. PROCEEDINGS UNDER THE ACT DURING THE MONTH OF JULY, 1910.

DURING the month of July one application for the establishment of a Board of Conciliation and Investigation was received as follows:—

On behalf of the employés of the Toronto Railway Company, of Toronto, Ont., the dispute affecting, it was stated, 1,300 employés.

Reports Received.

During the month of July reports were received in the case of two disputes, as follows:—

I. In the dispute between the Canadian Pacific Railway Company and its commercial telegraphers.

2. In the dispute between the Grand Trunk Railway Company and its brass workers employed in Montreal, Que. In this case a minority report was also received, bearing the signature of Mr. William Aird.

Other Proceedings Under the Act.

In the application of the Toronto Railway employés for the establishment of a Board it was stated that the parties in question had been unable to agree upon a schedule of rules and rates of pay to take the place of the three years' agreement which expired on June 16. The employés affected in this matter were described in the application as members of the Toronto Railway Employés' Union No. 113, and the number of employés directly concerned in the dispute as 1,300.

A Board of Conciliation and Investigation was established by the Minister in this matter on July 11, the same being constituted as follows: Mr. J. P. Mullarkey, of Montreal, Que., appointed on behalf of the Company; Mr. J. G. O'Donoghue, of Toronto, Ont., appointed on behalf of the employés; and His Honour Judge John A. Barron, of Stratford, Ont., Chairman, appointed on the recommendation of the foregoing members of the Board. The Board entered upon its work of conciliation and inquiry later in the month, but had not concluded its work at the end of July.

On August 3, the Department was informed that a settlement had been reached in respect of a dispute between the Toronto, Hamilton and Buffalo Railway Company and its employés in train

and yard service as the result of negotiations between the parties concerned. An application under the Industrial Disputes Investigation Act was received on March 18, for the establishment of a Board in respect of this dispute, a Board being subsequently constituted as follows: Mr. F. H. McGuigan, of Toronto, Ont., appointed on behalf of the Company, Mr. J. G. O'Donoghue, of Toronto, Ont., appointed on behalf of the employés; and Mr. J. E. Atkinson, of Toronto, Ont., Chairman, appointed in the absence of any joint recommendation from the foregoing. A communication was received from the Chairman of the Board on August 3, in which it was stated that an agreement had been effected between the parties without any meeting of the Board having been held. Elsewhere, in the present number of the *Labour Gazette* will be found a separate article dealing with the terms of settlement of this dispute.

Elsewhere, in the present number of the *Labour Gazette* will be found separate articles dealing with the settlement of disputes between the Canadian Pacific Railway Company and its employés in train and yard service, and between the Grand Trunk Railway Company and its employés in train and yard service, in both of which cases Boards had been constituted under the Industrial Disputes' Investigation Act, the reports and findings of the Boards in question being published in the July number of the *Labour Gazette*.

Settlement of Dispute on Canadian Government Railways.

The Department of Labour was informed on July 30, of the settlement of a dispute between the Managing Board of the Canadian Government Railways and the Canadian Brotherhood of Railroad Employés, relating to a schedule of agreement between the Government Railway System and 1,000 of its employés, members of the above mentioned organization. On May 30, application had been made in this matter to the Minister of Labour by the Canadian Brotherhood of Railroad Employés for the establishment of a Board under the Industrial Disputes Investigation Act, to which should be referred for adjustment a complaint on the part of the members of the above named organization relating to the non-enforcement of an agreement between the Brotherhood and the Managing Board of the Canadian Government Railways under date of December 20, 1909.

Whilst this application was before the Minister of Labour for consideration, arrangements were made between the parties concerned for further conference in respect of the schedule in question, which resulted in the signing of a new agreement bearing the signatures of the Chairman of the Managing Board of the Canadian Government Railways and of the Grand President of the Canadian Brotherhood of Railroad employés, respectively. The Department was advised accordingly on July 6, of the withdrawal of the employés' application under the above named statute.

(Correction.)

Referring to the report of the Board of Conciliation and Investigation which dealt with the differences between the Canadian Northern Railway Company and its carmen and steamfitters, which report was published in the *Labour Gazette* for July 1910, at pp. 92-97, a communication has been received from the Chairman of the Board, through the secretary, Mr. P. C. Locke, asking that the report be amended in certain respects. According to this letter, the first sentence of Clause "B" under Article I, page 94 will read: "Ten hours will constitute a day's work." 17 k. being changed to 18 k.; also, Clause "D" under Article I, page 94, will be changed to read as follows: "In round houses ten hours will constitute a day's work."

1.—REPORT OF BOARD IN DISPUTE BETWEEN THE CANADIAN PACIFIC RAILWAY COMPANY AND ITS COMMERCIAL TELEGRAPHERS.

THE Minister of Labour received on July 25, the report of the Board to which was referred for adjustment certain matters in dispute between the Canadian Pacific Railway Company and its commercial telegraphers, arising out of a demand which had been made by the employés in question, for the adoption of a schedule of rules and wages providing for increased rates of pay and for improved working conditions. The number of employés affected in this case was estimated at 600, of whom 450 were males over twenty-one years of age, fifty males under twenty-one years of age, and 100 females.

The report was signed by the three members of the Board, namely: Mr. J. E. Duval, of Montreal, Chairman; Mr. F. H. McGuigan, of Toronto, appointed on behalf of the Company, and Mr. D. Campbell, of Toronto, appointed on behalf of the employés, and was to the effect that a satisfactory settlement of all points at issue was concluded on July 23, a schedule of rules and rates of pay embodying the agreement being signed by representatives of the Company and of the telegraphers, respectively. A copy of the schedule was embodied in the Board's report, the same to be effective from July 1, 1910, and to remain in force for a period of one year and thereafter, subject to thirty days' notice in writing from either party.

The Board expresses, also, in its report its appreciation of the spirit of fairness exhibited by the parties and of the hearty co-operation and assistance rendered by both the officers of the Company and the representatives of the employés in bring about a satisfactory adjustment of all matters in dispute.

The Department was subsequently informed by letter from the parties concerned that the award of the Board was accepted by the Company and the employés respectively, as an adjustment of the matters in dispute. It was understood that the agreement between the Company and its commercial telegraphers provided for substantial increases in salary and for various other improvements in the employés' conditions of employment.

Report of Board.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:—

TORONTO, ONT., July, 25, 1910.

To THE HON. W. L. MACKENZIE KING,
Minister of Labour,
Ottawa, Ont.

Dear Sir:

In the matter of the dispute between the Canadian Pacific Railway Company and its Commercial Telegraphers, members of the Commercial Telegraphers' Union of America.

The Board of Conciliation and Investigation appointed under the Act in this matter, have the honour to report as follows: The Board commenced its hearings in the city of Toronto, on July 13, and concluded on July 23. Adjournments were arranged from time to time to enable the parties to negotiate between themselves, and meetings for this purpose were held in the cities of Montreal and Toronto, both parties being attended by their representatives. We are pleased to report that a satisfactory settlement of all points at issue was concluded on July 23, and a schedule of rules and rates of pay embodying the agreement was signed by the representatives of the Company and the Telegraphers, as follows:—

Schedule.

RULES AND WAGES FOR COMMERCIAL TELEGRAPHERS, CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPHERS.

EFFECTIVE JULY 1, 1910.

The following rules and schedule of wages shall govern the telegraphers employed by the Canadian Pacific Railway Company's Telegraphs.

1. Employés assigned to regular service as shown in the accompanying schedule of wages will be classed Commercial Telegraphers within the meaning of this schedule.

2. (*a*) Telegrapher's right of promotion will extend over each Telegraph Superintendent's division and will be governed by merit, fitness and ability. Where these are sufficient the senior telegrapher will be given preference.

(*b*) When a vacancy occurs the same will be filled by the appointment of the senior telegrapher who, in the opinion of the proper authority, is capable of filling the position.

(*c*) A complete list of all telegraphers within each Superintendent's division showing their seniority standing and salary will be kept on file in each Superintendent's headquarters, open to the inspection of all telegraphers concerned. The list shall be subject to correction on proper representation from any telegrapher.

(*d*) In case of reduction of staff the junior telegrapher will be dispensed with, and if reduction necessary in higher grades the junior in the higher grade will have the privilege of continuing in the service, but at a reduced salary, and so on through each class until the junior class is reached.

(*e*) Any telegrapher in good standing whose services have been dispensed with on account of reduction of staff will be given preference of re-employment when the staff is increased.

3. A telegrapher declining or being unable to accept promotion does not forfeit his right to the same or any other position he may be entitled to under seniority when a vacancy occurs, but will rank junior to the telegrapher getting the promotion.

A telegrapher, on leave of absence when a vacancy occurs, will not be debarred from claiming position and receiving the appointment on resuming duty if entitled to it.

All vacancies shall be bulletined by the Superintendent within ten days from the time such vacancies occur.

Telegraphers will be given an opportunity to learn the electrical branch of telegraphy provided this is done on their own time.

4. If a telegrapher be taken off his work for any cause he shall be given a hearing at which time, he shall have the right to have a telegrapher of his own selection appear and speak for him, and shall have the right to appeal from the decision of the local to the general officers of the Company. Should no decision be reached within fifteen days, he shall receive his regular pay until the decision is arrived at. The accused party if he desires, shall be allowed to see the evidence produced against him.

If the telegrapher is found blameless in the matter under investigation, he will be paid at regular rates for time lost and necessary extra expenses while attending such investigation (if away from home) and re-instated.

5. Current rules governing holidays to apply. Transportation optional with the Company.

6. At offices where four or more telegraphers are employed except repeater offices the hours for work shall be as follows: Nine hours shall constitute straight day duty beginning between 8 a.m., and 9 a.m., eight and one-half hours shall constitute early morning duty, commencing between 6 and 8 a.m.

Seven and one-half hours shall constitute a split trick or early night duty. Seven hours shall constitute late night duty, and rate at which overtime shall be computed.

At repeater stations nine hours shall constitute day duty, eight hours night duty and seven hours all night duty.

The average minimum performance on all Vancouver-Winnipeg, Montreal-Vancouver, Montreal-Winnipeg and Toronto-Winnipeg circuits shall be thirty messages per hour, and on all other first-class circuits thirty-three messages per hour, allowing thirty words to count as one message in case of press, and twenty words shall be counted as one message in R. S. Business. Chief operators and traffic chiefs shall determine the carrying capacity of the circuit and any loss through interruption shall not be charged against operators' average.

7. A telegrapher leaving the service of the Company will, on request, as soon thereafter as practicable, be furnished with a certificate by the proper official stating term or terms of service, capacities in which employed, and whether discharged or leaving the service on his own accord. If discharged, cause of dismissal will be stated.

If detained more than five days waiting such certificate telegrapher will be paid regular wages for all time in excess of the five days. Unless otherwise requested, this certificate will be mailed to telegrapher at his last place of employment.

Minimum Schedule of Wages.

Vancouver—

15% at $95 per month.
20% " 90 "
30% " 85 "
20% " 80 "
15% optional with the Company.

Place.	Present salary.	Position.	Number of men.	New salary.
Bamfield	$85.00	Operator	2	$90.00
Nanaimo	85.00	Operator	2	65.00
Victoria	65.00	Operator	1	90.00
"	75.00	Operator	1	85.00
"	70.00	Operator	1	80.00
New Westminster	75.00	Operator	1	80.00
Kamloops	70.00	Agent	1	75.00
Rossland	80.00	Agent	1	80.00
Greenwood	65.00	Agent	1	65.00
Grand Forks	70.00	Agent	1	70.00
Vernon	50.00	Operator	1	55.00
Revelstoke	75.00	Operator	2	80.00
"	60.00	Operator	1	70.00
"	75.00	Operator	1	75.00
"	70.00	Operator	1	70.00
Nelson	85.00	Operator	1	90.00
"	75.00	Operator	1	80.00
"	70.00	Operator	1	75.00
"	65.00	Operator	1	70.00

Calgary—

15% at $95 per month.
20% " 90 "
20% " 85 "
20% " 80 "
10% " 75 "
15% optional with the Company.

Place.	Present salary.	Position.	Number of men.	New. salary.
Cranbrook	$80.00	Agent	1	$90.00
Fernie	70.00	Agent	1	80.00
McLeod	60.00	Agent	1	65.00
Lethbridge	70.00	Operator	2	77.50
Edmonton	70.00	Operator	1	77.50
"	65.00	Operator	1	75.00
Strathcona	60.00	Agent	1	65.00
Wetaskiwin	50.00	Agent	1	60.00
Red Deer	50.00	Agent	1	50.00
Banff	60.00	Agent	1	65.00
Medicine Hat	70.00	Agent	1	75.00
"	60.00	Operator	1	65.00

Place.	Present salary.	Position.	Number of men.	New salary.
Swift Current	$85.00	Operator	1	$95.00
"	75.00	Operator	1	82.50
Moose Jaw	76.95	Operator	1	82.50
"	70.00	Operator	1	75.00
"	60.00	Operator	1	67.50
Regina	75.00	Operator	2	82.50
"	65.00	Operator	1	75.00
"	65.00	Operator	1	70.00
Qu'Appelle	70.00	Agent	1	75.00
Saskatoon	75.00	Operator	1	85.00
"	70.00	Operator	1	80.00
"	70.00	Operator	1	75.00
Souris	45.00	Agent	1	45.00
Brandon	70.00	Operator	1	85.00
"	70.00	Operator	2	75.00
Portage La Prairie	60.00	Agent	1	60.00
Kenora	65.00	Agent	1	70.00
Port Arthur	65.00	Operator	1	72.50
"	60.00	Operator	1	62.50
Fort William	70.00	Operator	1	80.00
"	70.00	Operator	1	75.00
"	65.00	Operator	1	70.00
"	60.00	Operator	1	65.00

Winnipeg (Main Office.)—

20% at $95 per month.
20% " 90 "
20% " 85 "
20% " 75 "
10% " 70 "
10% optional with the Company.

Winnipeg (Station "WD" office)—

25% at $90 per month.
25% " 85 "
25% " 80 "
25% " 75 "

Place.	Present salary.	Position.	Number of men.	New salary.
Winnipeg Branch "WD"	$50.00	Operator	1	$60.00
Winnipeg Branch "RX"	50.00	Operator	1	60.00
Sudbury	60.00	Operator	2	85.00
"	50.00	Operator	1	55.00
" (town)	50.00	Operator	1	55.00
North Bay	65.00	Operator	1	75.00
"	55.00	Operator	1	60.00
"	50.00	Operator	3	55.00
Soo Mich	50.00	Operator	1	55.00
"	40.00	Operator	1	45.00
"	30.00	Operator	1	35.00
Soo, Ont	75.00	Operator	1	80.00
"	25.00	Operator	1	30.00

Toronto—

10% at $85 per month.
10% " 80 "
10% " 75 "
10% " 70 "
15% " 65 "
15% " 60 "
30% optional with the Company.

Place.	Present salary.	Position.	Number of men.	New salary.
London	$55.00	Operator	3	$60.00
"	40.00	Operator	1	45.00
"	25.00	Operator	1	30.00
Hamilton	60.00	Operator	1	65.00
"	50.00	Operator	1	55.00
"	40.00	Operator	2	45.00
"	30.00	Operator	1	35.00
Ottawa	70.00	Operator	1	75.00
"	65.00	Operator	1	70.00
"	60.00	Operator	1	65.00
"	55.00	Operator	2	60.00
"	45.00	Operator	1	50.00
"	35.00	Operator	2	40.00
"	30.00	Operator	1	35.00
"	25.00	Operator	1	50.00
Russell House Commission		Operator	1	50.00

Montreal—

15% at $85 per month.
10% " 80 "
15% " 75 "
15% " 70 "
10% " 65 "
10% " 60 "
5% " 55 "
20% optional with the Company.

Place.	Present salary.	Position.	Number of men.	New salary.
Quebec	60.00	Operator	1	70.00
"	55.00	Operator	1	55.00
"	45.00	Operator	1	50.00
"	35.00	Operator	1	45.00
St. John	60.00	Operator	2	65.00
"	55.00	Operator	1	60.00
"	50.00	Operator	2	55.60
"	45.00	Operator	1	55.00
"	40.00	Operator	1	45.00
"	35.00	Operator	2	40.00
Halifax	65.00	Operator	1	70.00
"	55.00	Operator	3	60.00
"	50.00	Operator	1	55.00
"	35.00	Operator	1	40.00
"	30.00	Operator	1	35.00
Canso	75.00	Operator	3	80.00
"	45.00	Operator	1	50.00

The Company agrees that all telegraphers now employed in Vancouver, Calgary, Winnipeg, Toronto and Montreal shall receive an increase of not less than $5.00 per month, provided this does not apply to telegraphers who entered the service since June 30, 1910.

This schedule shall remain in effect for one year, and thereafter subject to thirty days' notice in writing from either party.

(*Sgd.*) JAS. KENT.
Manager of Telegraphs.

For the Canadian Pacific Railway Company.

(*Sgd.*) C. E. HILL,
General Chairman.

For the telegraphers.

The Board desires to express its appreciation of the spirit of fairness, and for the hearty co-operation and assistance rendered by both the officers of the Company and the representatives of the employés in bringing about a satisfactory adjustment of all matters in dispute.

All of which is respectfully submitted.

(*Sgd.*) J. E. DUVAL,
Chairman.

F. H. MCGUIGAN,
For the Company.

D. CAMPBELL,
For the Telegraphers.

II.—REPORT OF BOARD IN DISPUTE BETWEEN GRAND TRUNK RAILWAY COMPANY AND ITS BRASS WORKERS AT MONTREAL.

THE Minister of Labour received, on July 30, the report of a Board, to which was referred for adjustment certain matters in dispute between the Grand Trunk Railway Company and its employés in the brass shop of its motive power department, in Montreal. The dispute in this case arose out of a demand on the part of the employés, for the establishment of a minimum rate of wages of 30 cents per hour for this class of labour. The number of employés affected in the dispute is twenty-four. The report of the Board is signed by Mr. A. G. B. Claxton, K.C., of Montreal, Chairman, and by Mr. Charlemagne Rodier, of Montreal, member appointed on behalf of the employés. A minority report was also presented by Mr. Wm. Aird, of Kingston, member appointed on behalf of the Company.

The Board states that it was agreed by both parties to the dispute that the employés in question were graded from 17 cents to 26 cents an hour, but that under the contract system in force the employés, during the past year, had earned from 26.6 cents to 35 cents an

hour. The Board was informed by the employés that in every instance, they had been able to make more money working on the contract or piece system than on the hour system. The Company declared that the contract system was introduced in order to give the men an incentive to do more and better work, and the Board finds that this is borne out by the fact that the employés under this system earned more wages and made frequent requests for work by contract. The employés advanced as a grievance that some of the demonstrations on which prices were based were made by low priced men, the result being that the better priced men, if they had jobs as demonstrated by low priced men handed to them, could not make good money out of them.

In the course of its inquiry, the Board expressed a desire to both the employer and the employés that some compromise agreement should be arrived at, and as a result the employés withdrew their demand for a minimum rate of 30 cents, per hour, and expressed a willingness to accept instead a minimum rate of 24 cents, the contract system to be still carried on.

The Board in its report observes that the Grand Trunk Railway Company refused to accept this offer. The Board submits that "while the brass workers occupation may be an extra hazardous one in some localities, it has not been proven so at the Grand Trunk Shops, at Point St. Charles," and "considering the market value paid to brass workers in the city of Montreal; considering the pension, sick benefit and accident systems in force in the Grand Trunk Railway Company in Canada; considering that brass workers should be paid not less than 25 cents per hour; considering in as much as it has not been proven that the flat rate system will bring as good results to the employés as the contract system; considering the wages that are paid throughout the Grand Trunk Railway System; considering the employés are earning far more than 25 cents an hour which would be an ordinary flat rate; your Board recommends that the employés be graded from 20 cents to 28 cents; that the present contract system be continued; that all demonstrations be made by men who are earning not less than 23 cents an hour; that as far as possible the shop arrive at a tariff price on all contracts within the next six months; that the present Montreal Brass Workers be re-graded by the 1st September, 1910; and that each man's grade be raised 2 cents an hour."

Mr. Wm. Aird appended to the report a note stating that whilst he agreed with the findings of the Board, he dissented from the recommendations, and recommends that the existing contract and grading systems should be continued. In his minority report, Mr. Aird submits that "the men have not shown that they are entitled to a minimum flat rate of 30 cents per hour and that if such a rate were granted, it would in some cases mean a decrease in their wages, and that in view of the fact that the brass workers should be able with the prices in vogue, to earn over 30 cents per hour; as has been done in some cases, I do not feel that any change should be made in either the present rates or the contract system."

Report of Board.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:—

REPORT OF THE BOARD OF CONCILIATION AND INVESTIGATION APPOINTED BY THE GOVERNMENT TO INQUIRE INTO A DISPUTE BETWEEN THE GRAND TRUNK RAILWAY COMPANY AND ITS BRASS WORKERS AT MONTREAL.

Present, A. G. B. Claxton, K.C., in the Chair, and Messrs. Charlemagne Rodier and William Aird.

The Board sat on July 25, 26, 27, 28 and 29.

It listened to the evidence on behalf of the brass workers, at Montreal, of Messrs. W. Hudson, T. Lochead, R. Dancey, D. Grey, E. Rodgers, S. Stark, E. Wright, A. Bottombley, and James Black.

The Grand Trunk Railway Company submitted statements regarding the

wages, time and length of service of each of its brass workers engaged by the Company at Montreal, together with data explaining the contract system and how the prices on various jobs were arrived at.

Both parties agreed that the employés were graded from 17 cents to 26 cents an hour, but that under the contract system the employés during the past year had earned from 26.6 cents to 35 cents an hour.

During the past year the foreman of the shop has endeavoured to arrive at a fair price upon various contracts or jobs, and had selected different men to "demonstrate" these prices, i.e., the employé would have to demonstrate what would be the average length of time which it would take to complete the contract or job. The parties agreed that the employé demonstrating was instructed to put a fair average amount of labour and time and that while no time was to be needlessly lost, the employé was not to rush the job or contract. The cost of the job is shown by the time sheet and the employés declared that the Company added forty per cent. to the cost as demonstrated.

The employés stated that in every instance they have been able to make more money working on the contract or piece system than on working on the hour system. The Company declared that this contract system was introduced in order to give the men some incentive to do more and better work, and this is borne out by the fact that the employés, under this system have earned more wages and make frequent requests for work by contract.

The employés advanced as a grievance that some of these demonstrations were made by low priced men, the result being that the better priced men, if they had jobs as demonstrated by low-priced men handed to them, could not make good money out of them.

The sworn statement of the Company shows that eighty-five percent. of the Company's tariff prices have been made on demonstrations by men who are graded at 23 cents an hour, i.e., by the more experienced and highest paid class of brass workers.

The employés had no real complaint against the foreman.

The employés stated that the shop was of a superior kind, well heated, well lighted and well ventilated. Mr. Rodgers advanced the theory that the brass workers' occupation was an extra hazardous one, but was unable to show any deaths due either to tuberculosis or any accidents of any importance during the many years he has been employed by the Grand Trunk Railway Company.

The employés declared that they understood that the Canadian Pacific Railway Company classified their men as specialists, brass workers and labourers and that the brass workers were earning 30 cents an hour.

The Company submitted a statement from the books of the Garth Company showing the men were graded from 18 cents to 32 cents per hour and a statement from the Robert Mitchell Company showing that the men were graded from 20 cents to 30 cents an hour. The average rate in the Mitchell establishment is 25 cents and in the Garth establishment 24.72 cents.

The employés submitted that they felt that they were entitled to a flat rate of 30 cents that if this was granted they would not have to work so hard and that the Company would receive just as much honest work as it does at the present time.

Some of the employés submitted that if the Company agreed to the minimum rate of 30 cents, it would be possible to classify the men whose market value was 30 cents as brass workers and to call the others labourers and classify them at what they were worth.

The Board expressed the desire to both employer and employé that some compromise agreement should be arrived at, and did its utmost to conciliate both parties.

The employés withdrew their demand for a minimum of 30 cents and asked as a compromise a minimum rate of 24 cents, the contract system to be still carried on.

The Grand Trunk Railway Company refused to accept this offer.

Your Board humbly submits that while the brass workers occupation may be an extra hazardous one in some localities, it has not been proven so at the Grand Trunk Shops at Point St. Charles.

CONSIDERING the market value paid to brass workers in the city of Montreal;

CONSIDERING the pension, sick benefit and accident systems in force in the Grand Trunk Railway Company at Canada;

CONSIDERING that brass workers should be paid not less than 25 cents an hour;

CONSIDERING inasmuch as it has not been proven that the flat rate system will bring as good results to the employés as the contract system;

CONSIDERING the wages that are paid throughout the Grand Trunk Railway system;

CONSIDERING the employés are earning far more than 25 cents an hour which would be an ordinary flat rate;

YOUR BOARD RECOMMENDS that the employés be graded from 20 cents to 28 cents; that the present contract system be continued; that all demonstrations be made by men who are earning not less than 23 cents an hour; that as far as possible the shop arrive at a tariff price on all contracts within the next six months; that the present Montreal Brass workers be re-graded by the 1st September, 1910; and that each man's grade be raised 2 cents an hour."

Signed at the city of Montreal, this 29th day of July, 1910.

(*Sgd.*) A. G. B. CLAXTON,
Chairman.

(*Sgd.*) CHARLEMAGNE RODIER.

Mr. Aird agrees with the findings of the report, but dissents from the recommendations and recommends that the existing contract and grading systems should be continued.

(*Sgd.*) WILLIAM AIRD.

Minority Report.

The text of the minority report of Mr. William Aird is as follows:—

MINORITY REPORT, BY MR. WM. AIRD, MEMBER OF BOARD OF CONCILIATION AND INVESTIGATION APPOINTED BY THE GOVERNMENT TO INQUIRE INTO A DISPUTE BETWEEN THE GRAND TRUNK RAILWAY COMPANY OF CANADA AND ITS BRASS WORKERS AT MONTREAL.

Present, A. G. B. Claxton, K.C., in the Chair and Messrs Charlemagne Rodier and William Aird;

The Board sat on July 25, 26, 27, 28 and 29.

It listened to the evidence on behalf of the Brass Workers at Montreal, of Messrs. W. Hudson, T. Lochead, R. Dancey, D. Grey, E. Rogers, S. Stark, E. Wright, A. Bottombley and James Black.

The Grand Trunk Railway Company submitted statements regarding the wages, time and length of service of each of its brass workers engaged by the Company at Montreal, together with data explaining the contract system and how the prices on the various jobs were arrived at.

Both parties agreed that the employés were graded from 17 cents to 26 cents an hour, but that under the contract system the employés during the past year had earned from 26.6 cents to 35 cents an hour.

While demonstrating the work in order to arrive at a price for same, the foreman of the shop has endeavoured to arrive at a fair price for the various articles made and repaired in the brass shop, and had selected different men to "demonstrate" these pieces, i.e., the employés would have to demonstrate what would be the average length of time which it would take to complete the piece of work being demonstrated. The parties agreed that the employé demonstrating was instructed to put on it a fair average amount of labour and time and that while no time was to be needlessly lost, the employé was not to be hurried or harrassed while the demonstrating was in progress. The cost of the job is shown by the time sheet and the employé declared that the Company added forty per cent. in money to the cost as demonstrated, e.g., if the cost as demon-

strated amounted to $1, the Company added forty per cent. to same, making the price of the labour on article so demonstrated $1.40, and this price applies on all similar articles.

The employés stated that in every instance they have been able to make more money working on the contract or piece system than on working on the hour system. The Company showed that the contract system had been in vogue for over thirty years, and that the recent demonstrations were occasioned by the changed conditions and style of work in order to revise and adjust the same with a view to giving the men a greater incentive to turn out more work, and therefore make more money, and that they do this is borne out in the fact that they have earned higher wages, and that frequent requests have been received from the workmen to be placed on the contract system, and the brass workers have made from 39.7 per cent. to 46.8 per cent. over and above their earnings at their rate per hour.

The employés advanced as a grievance that some of these demonstrations were made by low priced men, the result being that the better priced men, if they had jobs as demonstrated by low priced men handed to them, could not make good money out of them.

The sworn statement of the Company shows that eighty-five per cent of the Company's tariff prices have been made on demonstrations by men who are graded at 23 cents an hour, i.e., by the more experienced and highest paid class of brass workers.

The employés have no complaint against the foreman.

The employés stated that the shop was of a superior kind, well heated, well lighted and well ventilated, Mr. Rogers advanced the theory that the brass workers occupation was an extra hazardous one, but was unable to show any deaths due either to tuberculosis or any accidents of any importance during the many years he has been employed by the Grand Trunk Railway Company.

The employés declared that they understood that the Canadian Pacific Railway Company classified their men as specialists, brass workers and labourers and that the brass workers were earning 30 cents an hour, but this was not substantiated.

The Company submitted a statement from the books of the Garth Company, showing the men were graded from 18 cents to 32 cents per hour, and a statement from the Robert Mitchell Company, showing the men were graded from 20 cents to 30 cents an hour. The average rate in the Mitchell establishment is 25 cents and in the Garth establishment 24.72 cents.

The employés submitted that they felt that they were entitled to a flat rate of 30 cents, and that if this were granted they would not have to work so hard, and that the Company would receive just as much honest work as it does at the present time.

Some of the employés submitted that if the Company agreed to the minimum rate of 30 cents it would be possible to classify the men whose market value was 30 cents as brass workers, and to call the others, labourers and specialists, and classify them at what they were worth.

I humbly submit that the brass worker's occupation is not a hazardous one, as alleged by the brass workers, as I have never known of an accident of a serious nature occuring during the past thirty years in the Grand Trunk Brass Shops; considering the market value paid to brass workers in the city of Montreal.

Considering the pension, sick benefits and accident systems, the privileges accorded employés in the way of free transportation for themselves and families over the Grand Trunk and Foreign Railways, and of reduced railway and ocean rates;

Considering inasmuch as it has not been proven that the flat rate system will bring as good results to the employés as the contract system;

I take exception to the recommendation of the Board that the employés be graded from 20 cents to 28 cents, as it has not been shown that this would increase their earnings, but on the other hand it would materially decrease the output for the Company, and because such gradings would be a de-

parture from the gradings as decided by the Board which arbitrated the differences between the Grand Trunk Railway Company and their machinists (of which the brass workers form a part) in 1907, affecting all such employés in Canada, the grading at the shops at Montreal being fixed at from 17 cents to 26 cents per hour, also because it would be unjust to the other employés of the Company at Montreal, of which the brass workers form only about one and a half per cent. of the total.

I take exception also to the recommendation of the Board, that all demonstrations be made by men who are earning not less than 23 cents per hour, and that as far as possible the shop arrive at a tariff price on all contracts within the next six months.

It was not necessary, in order to be fair to the interests of both the Company and the men to demonstrate by men earning 23 cents an hour, because the men by whom the demonstrations were made will be constantly employed on the class of work demonstrated, and the fact that the demonstrators were not hurried and were allowed a fair time in which to demonstrate and that the forty per cent. added by the Company in money to the value of the time demonstration ensures a margin sufficient to enable the men to earn fair wages, is proved by the percentages of increased earnings over and above the hourly rates shown by the statement of earnings during the past six months submitted by the Company to the Board; and with regard to completing the tariff prices within the time recommended; it would be an utter impossibility to have all the prices satisfactorily adjusted, owing to the variety of the work which is done in a railway shop, within the time specified.

My conclusions are that the men have not shown that they are entitled to a minimum flat rate of 30 cents per hour, and that if such a rate were granted, it would in some cases mean a decrease in their wages, and in view of the fact that the brass workers should be able with the prices in vogue, to earn over 30 cents per hour, as has been done in some cases. I do not feel that any change should be made in either the present rates or the contract system.

Respectfully submitted,

(*Sgd.*) WILLIAM AIRD,
Montreal.

July 29, 1910.

STRIKE OF GRAND TRUNK RAILWAY EMPLOYÉS IN TRAIN AND YARD SERVICE—SUBSEQUENT SETTLEMENT THROUGH GOVERNMENT INTERVENTION.

A strike of the employés of the Grand Trunk Railway System in train and yard services occurred on the evening of July 18, at 9.30 o'clock, as the result of a failure on the part of the employés concerned to agree with the Company upon the rates of wages and rules which should govern their employment. The strike in question continued from the date above mentioned until the evening of August 2, at 7.00 o'clock, when it was announced that through Government intervention, terms of settlement had been agreed upon, as a result of which the strike was at once declared off and the employés again reported for duty.

In the July *Labour Gazette*, reference was made to the investigation of this dispute which was made by a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act, and to the efforts which were put forth by the Board to bring about an adjustment of the differences. The text of the Board's report and findings on this dispute were also published for the information of all concerned, as well as the text of a minority report signed by Mr. Wallace Nesbitt, K.C., one of the members of the Board.

From the reports in question it appeared that the demand which was presented to the Grand Trunk Railway Company in January, 1910, for a new schedule of

agreement with the employés in train and yard services, was part of a general move by the railway conductors, baggagemen, brakemen and yardmen to secure the adoption of standard rates of pay and rules of employment obtaining on the principal railway systems of the Eastern States, and of Eastern Canada. In the award of the Board it was recommended that the rules should be standardized forthwith also that wages on the Grand Trunk Railway should be brought up to the standard paid by the Canadian Pacific Railway and other companies by two steps, the first of which would give the men at once about five-eighths of the difference between the existing scale and the standard, the remaining three-eighths to be given later on. The date of this second step was a matter on which the Board had been unable to agree, and was accordingly left blank, with the understanding that it should form the subject of subsequent negotiations between the parties directly concerned.

The terms of the report and minority report of the Board established under the Industrial Disputes Investigation Act, in respect of this dispute were transmitted on June 22, to the respective parties concerned. On June 25, a communication was received from Mr. E. W. Fitzhugh, First Vice-President of the Grand Trunk Railway Company, acknowledging the receipt of the report and minority report of the Board. On the same date a communication was received from Messrs. S. N. Berry, Vice-President of the Order of Railroad Conductors, and James Murdock, Vice-President of the Brotherhood of Railroad Trainmen, on behalf of the employés, in which it was stated that "the general committees are compelled to respectfully decline to accept the award handed down in this matter as a settlement of the questions at issue."

Following the publication of the Board's report, negotiations in regard to terms of settlement were carried on in Montreal between Mr. E. H. Fitzhugh, First Vice-President of the Grand Trunk Railway Company, and the representatives of the employés.

In a letter addressed to the Acting Deputy Minister of Labour on July 13, by Messrs. S. N. Berry and James Murdock, on behalf of the employés, it was stated that "Mr. Fitzhugh, representing the Grand Trunk Railway System, had been offered arbitration by the undersigned many days before Mr. Hays came into the conferences. We had offered to Mr. Fitzhugh that the entire matter should be left to the arbitrators who had been named as acceptable to the railroad companies and the employés, and had disposed of identically the same questions on the following named railroads: New York Central & Hudson River Railroad; Boston & Albany Railroad; Michigan Central Railroad (including lines in Canada); Lake Shore & Michigan Southern Railroad; Lake Erie & Western Railroad; Cleveland, Cincinnatti, Chicago & St. Louis Railroad; Delaware, Lackawanna & Western Railroad; Delaware & Hudson Company; Chicago, Indiana & Southern Railroad; New York, Chicago & St. Louis Railroad, and other lines."

On the arrival in Montreal early in July, of Mr. C. M. Hays, President of the Company, from Western Canada, negotiations were continued with Mr. Hays and other officials of the road up to the day of the strike.

In a communication addressed by Mr. Hays to the employés' representatives on July 8, certain propositions were made for the settlement of the dispute. Mr. Hays, in this letter, contended that "if there is standardization of wages there must be standardization of earnings," and asserted that upon this basis it was impossible for the Grand Trunk Railway Company out of its present earnings to pay the same rates of wages as had been granted on the most prosperous railway systems of the Eastern States. "We propose," Mr. Hays declared, "an increase in rates of pay the equivalent of that recommended by the majority report brought in by Chairman Atkinson and your representative, Mr. O'Donoghue." * * * * "The Management will pay the same standard of wages as the Canadian Pacific Railway Company as soon as the Grand Trunk Railway Company, through its relation with the Grand Trunk Pacific Railway Company, is in a position to participate in the higher rates obtaining

on traffic in the North-west, by reason of the completion of that road and the obtaining of through rail connections between the Grand Trunk Railway Company and the Grand Trunk Pacific Railway Company, which should be accomplished within two years.

"The foregoing constitutes the extent to which the Management is prepared to go in meeting the desires of its employés in train and yard service. It is earnestly hoped that the relations with our employés are such that they will accept in good faith the proposition made, and that the officers of those orders with which they are affiliated will advise them to this effect.

"If, however, this proposition is unsatisfactory and the Management is considered unfair, since your organizations have always stood for the principles of arbitration, we, then, are willing to submit the whole question at issue to a Board of Arbitrators, composed of experienced railway men, with the obligation on our part to abide by the result of such arbitration, conditional only upon the employés in question agreeing to do the same."

A reply to the foregoing proposal of Mr. Hays was made on behalf of the employés, in which it was stated that the General Committee "are not willing to assume the responsibility of disposing of the questions at issue on the basis proposed in your letter without securing a further expression of desire from the employés on the line.

"This the Committee will undertake to do as soon as possible, and will then advise you further if your proposition can or cannot be accepted.

"The committee have also carefully considered the suggestion contained in your letter in reference to arbitration, and they desire us to advise you that in their opinion the questions referred to (being the contentions of men employed in train and yard service in the eastern territory for standardization of wages and general conditions), have been very fully arbitrated already. First, for some eight days on the Baltimore & Ohio Railroad under the provisions of the so-called Erdman Act; later in the case of some ten or more properties by a submission of the entire question to two gentlemen experienced in these matters, to dispose of.

"The Committee are not inclined to believe that further arbitration should be necessary or that arbitration would bring out anything in the way of contentions upon either side that has not already been fully considered and passed upon."

It was understood that in the course of subsequent negotiations extending up to Monday, July 18, further proposals were made on behalf of both the Company and the employés concerned, none of which were acceptable to both parties. In the meantime, a strike vote had beeen taken of the employés in train and yard service on the Grand Trunk Railway lines both in the United States and Canada, and on the Central Vermont Railway, an allied system, which was understood to have shown that the men were almost unanimously in favour of the declaration of a strike in case their terms were not met by these Companies, and an order had been sent out by the General Committe in Montreal which authorized the declaration of a strike on Monday, July 18, at 9.30 P.M., unless a satisfactory settlement was brought about before that time.

No such settlement was reached, and the strike became effective accordingly from the date and hour above mentioned. In addition to the 2,500 conductors, trainmen and yardmen of the Grand Trunk Railway System in Canada affected by the strike, the strike was declared effective also on the lines of the Grand Trunk Railway in the United States and the Central Vermont Railway. The number of conductors, trainmen, and yardmen who responded to the strike call on the lines of the Grand Trunk and Central Vermont in the United States was estimated at 1,500. The strike affected also 250 employés of the Wabash Railroad Company in Canada in train and yard service. Altogether some 4,250 employés were directly affected.

Upon the occurrence of the strike an effort was at once made by the Company to obtain new hands to take the strikers'

places in the operation of the Company's train and yard services, and statements were issued from day to day on behalf of the Company and of the employés concerned respecting the extent to which trains were being operated, the Company concentrating its attention at the outset upon the maintenance of its passenger service.

Disturbances, etc., during the Strike.

It was understood that a considerable number of detectives and special police were employed by the Company to safeguard its properties against possible damage, and for the protection of those who took the strikers' places as well as in some cases to assist in the operating of trains. It was stated by the officials of the unions concerned that special steps were taken to enjoin upon strikers the desirability of their abstaining from all acts of violence and of interfering with the Company's property, and responsibility for such disturbances and breaches of the peace as actually occurred during the strike, was disclaimed by the strikers and their unions.

As a result of a disturbance at the Grand Trunk Railway station in Brockville, Ont., on the evening of July 22, in which several doors and windows were smashed, and seven of the Company's employés more or less seriously hurt, a detachment of sixty-five officers and men of the 41st Regiment of Infantry was called out, and was replaced on July 27, by thirty-four men of the Royal Canadian Regiment, Toronto, who remained on duty up till the close of the strike. On July 28, in the Brockville police court, a fine of $50 and costs, or two months imprisonment, was imposed on two men arrested in connection with the disturbances of July 22. At the request of the Company, and at the instance of the local authorities, detachments of regular troops from Stanley Barracks, Toronto, and Wolseley Barracks, London, were also sent on July 31, to guard the Company's properties at that point, and remained on duty until the close of the strike.

During the two weeks' continuance of the strike minor disturbances were also reported from Belleville, Montreal, Sherbrooke, North Bay, and other points. It was generally conceded however, that considering the nature and extent of the strike it was remarkably free from disorderly acts or improper conduct on the part of those immediately concerned.

Alleged Violations of Immigration Act.

Shortly after the occurrence of the strike, complaint was made to the Dominion Government that strike-breakers were being brought into Canada in contravention of the provisions of the Immigration Act, and on July 25, a message was addressed to the Minister of the Interior and to the Minister of Labour by Mr. S. N. Berry, on behalf of the striking conductors, trainmen and yardmen of the Grand Trunk Railway Company, in which the Government was asked to prohibit the entry of strike-breakers. Mr. Berry was advised that the immigration inspectors had been instructed to rigidly enforce the immigration regulations, and had also been notified to guard against persons gaining entry into Canada by travelling on tickets reading from one United States point to another. A message was also addressed by the Department of the Interior to its travelling inspector at Sarnia, on July 27, as follows:—

> "Telegraphed instructions of the nineteenth to make no alteration in method of dealing with train crews, were sent on the distinct understanding that crews bringing trains across international boundary would return as crews to the States, and not remain in Canada to work wholly within the Dominion. If Grand Trunk Railway Company crews are not acting according to this arrangement examine all incoming crews and admit or reject according to Immigration laws, and regulations. Give these instructions to our officers at Niagara, Bridgeburg, Windsor and any other points necessary."

It was understood from press reports that complaints were subsequently lodged against the Grand Trunk Railway Company at Sarnia, for violation of the Immigration Act, in a number of different cases, and it was stated in dispatches from Sarnia, Ont., under date of August 8, that a verdict had been

rendered on August 6, imposing a fine of $50 and costs in each of thirteen cases of this nature; also that the evidence showed the men had been supplied with the money necessary to enable them to show $25 to the immigration officers at Sarnia, and gave receipts at Port Huron tunnel station, the money being handed back by the men at the Sarnia Station, after they had passed the immigration inspector. Out of fourteen who were entered in this manner, the inspector secured the arrest of thirteen. In view of the fact that the men had been under arrest for three days, they were allowed to go on suspended sentence, and were escorted out of the country by the immigration officer.

Effects of Strike on Trade and Industry.

As to the economic effects of the strike on the Grand Trunk Railway Company it is dfficult to present authoritative statistics. It is estimated that through loss of earnings, as well as in other ways, the strike cost the Company in the neighborhood of $500,000 a week, or approximately $1,000,000 for the fortnight during which it continued. The loss of wages to the conductors, baggagemen, brakemen and yardmen directly concerned in the dispute and to Brotherhoods through payments of strike benefits was considerable. Through the closing down of car and motive power shops all over the Company's system it was estimated that about 4,800 employés were thrown out of employment for a period of one week, which involved a considerable loss to these classes of the Company's employés. Through the reduction, moreover, of the Company's train operations, consequent upon the strike, a large number of engineers, firemen and other employés were also temporarily idle, with a loss of wages.

In addition to the foregoing, the loss incurred by the general business of the country through the strike can scarcely be estimated, but must have amounted, in the aggregate, to a very large figure. In the case of one industrial establishment alone, the J. R. Booth sawmills, in Ottawa, employing approximately 2,000 hands, it was alleged that it was impossible to operate the plant in question on account of non-delivery of the sawn lumber from the mill platforms to the piling grounds. The mills in question were accordingly closed down on the day following the strike, and remained closed for a period of seven days. It was subsequently announced that Mr. J. R. Booth, the proprietor of the mills in question, had decided to allow the men their regular pay for the time during which the mill was shut down, the amount so involved being about $14,000. In the press, during the continuance of the strike statements were published from day to day showing the serious effects of the disturbance on commerce and industry, in the districts served by the Grand Trunk Railway system. In a number of cases it would appear that the mills and factories were compelled to temporarily close down or reduce their working staffs whilst many others were stated to have suffered inconvenience and loss. In the reports of the correspondents of *The Labour Gazette*, throughout the Provinces of Ontario and Quebec, appearing in the earlier portion of this publication, reference has been made to the conditions above mentioned.

Messages to the Minister of Labour.

During the continuance of the strike, telegrams and letters were received by the Minister of Labour from municipalities and Boards of Trade in almost all parts of Ontario, urging the settlement of the dispute, and in many cases referring to the extent to which business and industry were being affected thereby. In a number of cases, similar communications were addressed by these bodies to the parties to the dispute. The following comments in regard to the effects of the strike were noted in messages and letters from various municipalities:—

Gravenhurst, Ont.—Our trade under present conditions is paralyzed.

Berlin, Ont.—The results of this strike may be extremely disastrous to this Province.

Stratford.—Continued suspense injurious to many interests outside of disputants.

Peterboro.—Trouble having serious effect.

Dresden.—Business being greatly injured in this district.

Niagara Falls.—Interests of city seriously affected.

The following comments in regard to the effects of the strike were noted in messages and letters from various Boards of Trade:—

Southampton.—Freight not moving here since July 18. Men being laid off in factories, and if no relief given in immediate future factories will be forced to close. Loss serious to factories and employés.

Lindsay.—Manufacturers and business men greatly hampered and suffering serious less.

Brockville.—Business interests suffering through strike. Traffic facilities not at all adequate.

Oshawa.—Business interests in our town in a deplorable condition. Manufacturers will be compelled to close down if strike is not settled at once.

Goderich.—Interests of Province require settlement of Grand Trunk Railway Company trainmen's strike.

Barrie.—Owing to cessation of freight traffic on Grand Trunk Railway, business is badly hampered here.

On July 27, telegrams were received from Collectors of Customs throughout Ontario, in reply to a request which had been made of them by the Government for information as to the extent to which business in various parts of the Province was being affected by the strike. The conditions existing in some of the principal centres of the Province were described in these messages as follows:—

Belleville.—No freight moving here.

Berlin.—All business affected, especially building trade, for want of material. No freight being moved. First way-freight yesterday.

Brantford.—No local freight moving on Grand Trunk Railway.

Collingwood.—No freight received or dispatched since strike. Business tied up, and factories closing. Lake freight, none.

Cornwall.—Business materially affected by present strike.

Galt.—No freight moving since strike began, in or out of Galt or out ports.

Guelph.—No Grand Trunk Railway bonded freight since July 19.

Hamilton.—No freight *via* Grand Trunk Railway, free or bonded, is received since strike commenced. Canadian Pacific Railway Company freight congested. Business seriously affected.

Kingston.—Business materially interfered with by strike. No freight received by Grand Trunk Railway since July 18.

Lindsay.—No freight moving on Grand Trunk Railway here. Business stagnant.

London.—No manifest freight Grand Trunk Railway for five days.

Midland.—No freight moving since strike. Business completely paralyzed.

Morrisburg.—Sheet Steel Corporation will shut down tomorrow, as supplies cannot be brought in.

North Bay.—No freight moving by Grand Trunk Railway since strike commenced.

Orillia.—No freight has been moved here since July 18.

Oshawa.—No freight received or dispatched at Oshawa since strike commenced.

Owen Sound.—No Grand Trunk Railway freight trains moving. Business badly affected.

Port Hope.—Practically doing no business.

Prescott.—Manufacturers badly affected. No local freight accepted. Merchants have goods tied up on railway.

Stratford.—Customs and other business almost at standstill. Scarcely any freight moving. Manufacturers and merchants seriously hampered.

Toronto.—Many importers complain goods held up, account of strike.

Whitby.—Strike on Grand Trunk Railway has affected business very much.

Minister of Labour Urges Arbitration.

On July 20, letters were addressed by the Minister of Labour to Mr. Charles M. Hays, President of the Grand Trunk Railway Company, and to Messrs. S. N. Berry, Vice-President of the Order of Railway Conductors, and James Murdock, Vice-President of the Brotherhood of Railroad Trainmen, on behalf of the employés, in which the Minister asked whether the respective parties to the dispute were willing to refer the existing differences to arbitration, and to agree to abide by the award given, provided a Board of Arbitrators mutually acceptable

could be secured, all the necessary expenditures incidental thereto to be met by the Government. The terms of the Minister's letter, above mentioned, as well as the replies of the respective parties and further correspondence on the same subject are shown in the communications following:—

OTTAWA, JULY 20, 1910.

DEAR SIR,

The situation created by the cessation in large part of operations over the transportation system of the Grand Trunk Railway Company, consequent upon the present strike of employés in train and yard service, has become such as to render it imperative in the public interest that some means be found to effect a settlement of existing differences and a speedy resumption of work in all branches of the Company's service. In the compliance by the parties with the provisions of the Industrial Disputes Investigation Act, the requirements of existing legislation as to the investigation of differences prior to a cessation of employment have been fully met. Such further assistance as it may be possible for the Government to render in the adjustment of the present differences would appear to depend on the co-operation and mutual consent of the parties who, not less than the Government, will doubtless recognize in the present interruption to industry and commerce a moral responsibility, greater perhaps than any legal obligation, towards the citizens of the Dominion, none of whom are likely to wholly escape the evil effects of a prolonged railway dispute, and some of whom are likely to suffer heavy financial, if not, also, more serious forms of loss.

In a communication received from Mr. Hays, the President of the Railway Company, of date the 13th instant, it is stated that the Company has proposed "the submission of the questions at issue to a board of arbitrators composed of experienced railway men, agreeing to abide by their determination, conditional only upon the men agreeing to do the same." In a communication from Mr. S. N. Berry, the Vice-President of the Order of Railway Conductors, and Mr. James Murdock, the Vice-President of the Brotherhood of Railroad Trainmen, of the 15th instant, it is stated that, Mr. Fitzhugh, representing the Grand Trunk Railway system, had been offered arbitartion by the undersigned many days before Mr. Hays came into the conference. We had offered to Mr. Fitzhugh that the entire matter should be left to arbitrators who had been named as acceptable to the railroad companies and employés and had disposed of identically the same questions on the following named railroads:—

New York Central and Hudson River Railroad.

Boston & Albany Railroad.

Michigan Central Railroad (including lines in Canada.)

Lake Shore and Michigan Southern Railroad.

Lake Erie and Western Railroad.

Cleveland, Cincinnatti, Chicago and St. Louis Railroad.

Delaware, Lackawanna & Western Railroad.

Delaware & Hudson Company.

Chicago, Indiana and Southern Railroad.

New York, Chicago & St. Louis Railroad.

"and other lines;" and elsewhere,—"We have not advised Mr. Hays that the men would not accept his offer of the application of the Board's award or arbitration."

From these communications it would seem that to each of the parties a reference to arbitration has appeared a fair and proper method of procedure for the adjustment of the differences between them, and the only inference it is possible to draw as to why one or other of the respective offers of arbitration has not been accepted it that each has been accompanied by a restriction not wholly acceptable to the other party.

The fairness of the principle of arbitration and its applicability to the present dispute having thus been admitted by the respective parties, I am writing to ask if each of the parties will now be willing to refer the existing differences to arbitration, and to agree to abide by the award given, provided a Board of arbitrators mutually acceptable can be secured; also to say that, if such a reference to

arbitration is agreed upon, all the necessary expenses incidental thereto will be met by the Government.

Will you, as representing one of the parties to the present dispute, please give to this communication the careful consideration which the great responsibility it imposes demands, and inform me at your earliest possible convenience of the attitude those whom you represent are prepared to take towards the proposal of arbitration it contains, and which is made by the Government on behalf of the people of this country.

Yours faithfully,

(Sgd.) W. L. MACKENZIE KING
Minister of Labour.

Telegram of Mr. Murdock, in reply to Minister of Labour's letter of July 20.

Montreal, July 21, 1910.

Hon. W. L. Mackenzie King,
Minister of Labour,
Ottawa, Ont.

Your communication of yesterday addressed to the undersigned, is received, and is considered of such vital importance to the community at large as to warrant my reply by telegraph. The organizations engaged in this struggle are irrevocably committed to the principles of arbitration, but we submit that the present situation is such that uncertain delays and differences of opinion in reference to the composition of any board of arbitrators, should not be permitted to interfere with the almost unanimously expressed desire of the men on the Grand Trunk Railway and Central Vermont Railway to standardize their wage rates and conditions. As you have been advised, before we offered sometime ago to leave the disposition of this entire matter to decision of Honourable E. E. Clark, of the United States Interstate Commerce Commission, and to Mr. P. H. Morrisey, President of the Railway Employés and Investors' Association. These two gentlemen were considered eminently qualified to pass upon identically the same questions on behalf of the railroad officials and employés of some fourteen roads in the teritory, and should be equally well qualified to dispose of this situation. Our offer was not accepted, but instead we found the officials of the Grand Trunk Railway Company making a pretence of conceding eighteen per cent. of an increase, which we stand prepared to prove means an actual increase very much less than eighteen per cent. We are still willing to permit of a recognition of our former offer in reference to arbitration, even although the time appears to have passed when arbitration should be considered. If the officials of the Grand Trunk Railway Company are disposed to accept the proposed plan of arbitration that has been placed before them for some time, as cited above, arrangements can be made for the calling off of the strike after satisfactory agreement has been reached on the arrangement to arbitrate. We do not believe that any other plan of arbitration of the questions in dispute could be or should be seriously considered, at this time, as our experience has been that the gentlemen connected with the operation of the Grand Trunk Railway Company have not heretofore been disposed to adopt and carry out decisions reached or awards filed by Boards of Arbitration. Our conviction in this respect is confirmed by the Grand Trunk Railway Company's attitude in our own case, wherein we find the President, in his letter of July 8, desiring to convey the impression to his employés and the Committee, that the Grand Trunk Railway Company were ready to accept the award of the Board, and later we find the same gentlemen, on the evening that the strike went into effect, laying a proposition before the Committee that presumed to do everything else but equalize rates and conditions on his lines. We cannot too strongly express our sincere regret for the great inconvenience that the public have been and will be called upon to suffer during the continuance of this unfortunate strike, but the interests of the men involved and their organizations are of such vital importance that it would appear entirely contrary to the unwritten principles of self-preservation to relinquish in any particular, the contentions of the men.

Signed on behalf of the General Committee, Grand Trunk Railway and Central Vermont Railroad.

(*Sgd.*) James Murdock.

Letter of Mr. Hays, in reply to Minister of Labour's letter of July 20.

MONTREAL, QUE., July 21, 1910.

HON. W. L. MACKENZIE KING,
Minister of Labour,
Ottawa, Ont.

Dear Sir,—

I have your letter of July 20, suggesting arbitration. What you propose is what I offered Messrs. Berry and Murdock, in my letter of July 8. It is also what I proposed in my letter to you, of July 13, to which, in yours of July 15, you replied, "I regret that it does not seem to me that I have the requisite authority to take either of the courses you suggest, nor do I believe it would be in the public interests to do so." While your attitude appears to have changed, I infer from the reported statement of the views of Messrs. Murdock and Berry, as contained in the morning papers, that they maintain the same position they have taken from the beginning.

Yours truly,

(*Sgd.*) CHAS. M. HAYS,
President.

Telegram of Minister of Labour to Mr. Hays, and Mr. James Murdock.

OTTAWA, July 22, 1910.

Referring to my letter of the twentieth instant, and the replies received, I would respectfully point out that neither the reply from the President of the Company, nor the reply from the representatives of the General Committee of the employés, answers the question it asks, and which is, whether, as representing one of the parties to the present dispute, you will now be willing to refer the existing differences to arbitration, provided a Board of arbitrators mutually acceptable can be secured, and the necessary expenses incidental to such a Board met by the Government. This is a question to which the people of Canada, who, at the present are being more largely affected by the existing dispute than either of the parties, have a right to expect a definite reply, and which, as a Minister responsible to them, I feel it my duty to ask on their behalf. Will you kindly give a direct answer to this question, at your earliest convenience, that the public may be able to judge for itself of the present position and attitude of the parties, in a matter which so vitally affects its interests.

(*Sgd.*) W. L. MACKENZIE KING.
Minister of Labour.

CHAS. M. HAYS,
President,
Grand Trunk Railway System,
Montreal, Que.

JAMES MURDOCK,
Representing Committee Grand Trunk and Central Vermont.

Grand Union Hotel,
Montreal.

Despatch of foregoing telegram confirmed by letter.

Letter of Minister of Labour in further reply to Mr. Hays' letter of July 21.

OTTAWA, July 22, 1910.

Dear Sir:

With reference to that part of your letter of July 21, just received, in which you say that the suggestion of arbitration contained in my letter of July 20, is what you proposed in your letter to me of July 13, I would respectfully say that I am unable to so construe your letter of the thirteenth instant, which, as pointed out in my reply, relates exclusively to the establishment of a Board of Investigation under the provisions respecting railway disputes in the Conciliation and Labour Act, and not to a binding arbitration based on mutual consent, which is the suggestion in my letter of July 20.

As already explained, both the language of the Statute and the Debates at the time make it abundantly clear that it was never intended the Government should compel an investigation of a dispute under one Act, and, forthwith, a second investigation under the provisions of another, the object in each case being the same, and this was my

reason for stating that it did not seem to me I had the requisite authority to take the course you suggested, and, as the dispute had already been the subject of reference under one Act for purposes of investigation, I did not believe it would be in the public interest to take the same course for the same reason under the provisions of another Act, even supposing I had had the requisite authority to so refer it. I am still of the same opinion and my attitude has not, therefore, changed in any particular, as your letter intimates would appear to be the case.

As stated in the communication sent to you by wire to-day, your present reply does not answer the question asked in my letter of July 20, and which is, are you now willing to refer the existing differences to arbitration, provided a Board of arbitrators mutually acceptable can be secured. I hope it may be possible for you to give a definite answer to this question.

Yours faithfully,

(*Sgd.*) W. L. Mackenzie King,
Minister of Labour.

Chas. M. Hays, Esq.,
President,
Grand Trunk Railway System,
Montreal, Que.

Telegram of Mr. S. N. Berry, in reply to Minister of Labour's letter, of July 20.

Detroit, Mich., July 22, 1910.

Hon. W. L. Mackenzie King,
Minister of Labour,
Ottawa, Ont.

Your favour of the twentieth received. I regard it as unfortunate that inflictions are very often forced upon innocent people in an industrial war. It is the case in all disputes of a serious nature. The men cannot be held accountable I am sure. They negotiated for six months before the Company placed before them any proposition wherein we could understand what they proposed to do in the matter. The proposition presented on the last day of negotiations by the Company disregarded entirely the award of the Board as well as the men's consistent request, this the Company's proposition will prove for itself. I have a copy of Mr. Murdock's message to you and to properly conserve the rights of the men I represent, I concur in what he has said relative to arbitration. I wish to assure you that I feel very grateful on behalf of the men for the interest you have taken in the matter, but cannot see wherein I would be justified in submitting the matter to arbitration unless to the two gentlemen who have already arbitrated it on several roads in the eastern territory.

(*Sgd.*) S. N. Berry,
Vice-President Order of Railroad Conductors.

Telegram of Mr. James Murdock, in reply to Minister of Labour's telegram of July 22.

Montreal, Que., July 22, 1910.

Hon. W. L. Mackenzie King,
Minister of Labour,
Ottawa, Ont.

Dear Sir:

Replying to your telegram of even date wherein you ask if we will now be willing to refer existing differences to arbitration provided a Board of arbitrators mutually satisfactory, can be secured. I answer yes, and believe that our position in that connection had been fully outlined in previous correspondence. It should be understood, however, that the two words "mutually satisfactory", from our point of view, would mean the arbitration offered by us previously, and now offered would only appear to be satisfactory to the employés.

The General Committee before leaving for their respective homes on Saturday last to order a strike on Monday evening, unless satisfactory settlement had been previously arranged, definitely passed

upon this phase of the situation and instructed their representatives.

Without further instructions from the General Committee men who pass judgement on and instruct in these matters, we would not be prepared to go further than outlined in previous statements to you.

We do not think the Government should be called upon to bear any part of the necessary expense incidental to the convening of a Board, the Government has already expended considerable money in this regard for little or no purpose. The organizations to which these men, who are on strike, belong are well able to pay all or part of the expense incident to the convening of a Board to dispose of these matters.

We regret exceedingly for the sake of the public and your Government the extraordinary, unusual and inconsiderate attitude of the other party to this dispute that caused the employés engaged in this strike to leave the service of the Company and thereby make effective the largest strike in train and yard service that these organizations have ever been called upon to participate in.

We will undertake to promptly assist you in bringing about normal conditions on the Grand Trunk Railway just as soon as we can be advised that our offer of arbitration repeated heretofore, has been accepted.

(*Sgd.*) JAMES MURDOCK.

Telegram of Mr. Hays, in reply to Minister of Labour's telegram of July 22.

MONTREAL, QUE., July 23, 1910

HON. W. L. MACKENZIE KING,
Ottawa, Ont.

Replying to yours of twenty-second. I have nothing to add to my letter of July 21.

(*Sgd.*) CHAS. M. HAYS.

Telegram of Minister of Labour, to Mr. James Murdock.

OTTAWA, July 23, 1910.

JAMES MURDOCK,
Representative of the General Committee,

Grand Trunk and Central Vermont,
Grand Union Hotel,
Montreal, Que.

With reference to your telegram in reply to mine of yesterday, I note that instructions from the General Committee do not permit of your accepting any offer of arbitration beyond that made by the Committee to the Company prior to the commencement of the strike, and that without further instructions from the General Committee men, who pass judgement on and instruct in these matters, you are not prepared to go further than outlined in previous statements. It may be that in view of the very serious situation created by the cessation of operations in large part over the whole of the Grand Trunk Railway Company in consequence of the strike, the Committee will recognize a special obligation to the public to find, if at all possible, some amicable means of terminating the present dispute. Would you, kindly, therefore, inform the General Committee of the desire of the Government to know whether as a Committee, acting with final authority on behalf of one of the parties to the present dispute, they will now be willing to refer the existing differences to arbitration, provided a Board of Arbitrators mutually acceptable, can be secured, it being understood that by "mutually acceptable" is meant a Board acceptable to each of the parties. As time is an all-important consideration, I hope it may be possible for you to obtain the views of the Committee, by wire, if necessary.

(*Sgd.*) W. L. MACKENZIE KING,
Minister of Labour.

Dispatch of foregoing telegram confirmed by letter.

Telegram of Mr. James Murdock, in reply to Minister of Labour's telegram of July 23.

Montreal, Que., July 23, 1910

Hon. W. L. Mackenzie King,
Minister of Labour,
Ottawa, Ont.

Dear Sir:

In reply to your telegram of even date, we desire to advise that it was the intention in previous communications to convey to you the information that the General Committee men had definitely passed upon the proposed question of arbitration, and that their estimate of that question was prejudiced favourably toward a certain plan of arbitration that had been considered acceptable to the general committees on a number of other roads where the same controversies existed. In telegram of yesterday, referring to that plan of arbitration, we said "we would not be prepared to go further" and we had in mind the definite action and instructions of the committee as to arbtration, also the almost unanimously expressed vote over personal signature of the men on the line. We believed it would be assuming entirely too much to undertake to set aside the expressions of the Committee and the men on the line.

If, however, there appears to be reasonable doubt in the minds of any parties interested in this controversy suggestive of the fact that the same plan of arbitration that successfully settled the same questions on a number of other lines, would be unfair and inconsiderate of the rights of either party to the dispute in this case, that is a matter that should be given consideration, and arrangements should be made to conserve the interests of the party whose rights were likely to suffer by an acceptance of the plan of arbitration used repeatedly heretofore.

We recognize the special obligation to the public and regret exceedingly the inconvenience and loss to which public and private interests are being subjected, and with that recognition desire to advise you that we will be willing to refer the existing differences to arbitration, provided a Board of arbitrators mutually acceptable, can be secured.

We would respectfully suggest that if you, on behalf of the Government, should be desirous of taking further action in this matter that parties to the differences should be more closely in touch with you for personal conference, and we await your suggestions in this connection.

(*Sgd.*) James Murdock.

Telegram of Minister of Labour, to Mr. James Murdock.

Ottawa, July 23, 1910.

James Murdock,
Representative of the General Committee, Grand Trunk and Central Vermont Railways
Grand Union Hotel,
Montreal.

I thank you for your wire just received, stating, as a representative of one of the parties to the present dispute, that those whom you represent recognize the special obligation to the public, and regret exceedingly the inconvenience and loss to which public and private interests are being subjected, and that you are willing to refer the existing differences to arbitration, provided a Board of arbitrators mutually acceptable can be secured. I have wired Mr. Hays, asking if, as representing the other party to the dispute, he will be willing to do the same. In the event of a favourable reply being received from Mr. Hays, I shall, if agreeable to the parties, be glad to lend the good offices of the Government towards the establishment of a Board of Arbitration, and, to this end, will, if desired, go down to Montreal, believing this course to be in the public interest, as most likely to best suit the convenience of the parties, and obviate delays.

(*Sgd.*) W. L. Mackenzie King,
Minister of Labour.

Dispatch of foregoing telegram confirmed by letter.

Telegram of Minister of Labour to Mr. Hays.

OTTAWA, July 23, 1910.

CHAS. M. HAYS,
President,
Grand Trunk Railway System,
Montreal, Que.

I received this morning your wire, in which you say, replying to mine of the twenty-second, you have nothing to add to your letter of July 21. I have just received a wire from Mr. James Murdock, representing one of the parties to the present dispute, in which Mr. Murdock says: "We recognize the special obligation to the public and regret exceedingly the inconvenience and loss to which public and private interests are being subjected, and, with that recognition desire to advise you that we will be willing to refer the existing differences to arbitration, provided a Board of Arbitrators mutually acceptable, can be secured." Will you kindly advise me at your earliest convenience, if, as representing the other party to the dispute, you also are willing to refer the existing differences to arbitration, provided a Board of Arbitrators mutually acceptable, can be secured.

(*Sgd.*) W. L. MACKENZIE KING.
Minister of Labour.

Dispatch of foregoing telegram confirmed by letter.

Telegram of Mr. Hays, in reply to Minister of Labour's telegram of July 23.

MONTREAL, July 24, 1910.

HON. W. L. MACKENZIE KING,
Ottawa.

Your telegram of the twenty-third received. While, as you know from the many conferences urging your action before the strike took place, and from our offer, repeated and urged upon the Committee, we were desirous of arbitration and so avoiding the existing trouble, the time for such action has now passed, and it is only necessary that we should have the protection to which we are entitled to enable us to resume the full operation of the road.

(*Sgd.*) CHAS. M. HAYS.

What the Settlement Means.

Under the terms of the settlement of July 31, it will be observed that the Company undertook that on January 1, 1912, it would "make effective in train and yard service on the Grand Trunk Railway the rates of pay and the rules contained in the schedule or agreement on that date in effect on the lines of the Canadian Pacific Railway east of Fort William." On July 21, two days after the occurrence of the strike on the Grand Trunk Railway System, an agreement was reached between the Canadian Pacific Railway and its employés in train and yard service, the text of which will be found elsewhere in the present issue of *The Labour Gazette*.

In the award of the Board of Conciliation and Investigation which was appointed under the Industrial Disputes Investigation Act to inquire into the matters in dispute between the Grand Trunk Railway Company and its employés in train and other service, it was proposed that,

1. The rates of pay on the Grand Trunk Railway governing train and yard service should be brought up to the standards of the other roads in the same territory;

2. That this standardization should be accomplished by two steps, the first increase to approximate, it was understood, about five-eighths of the difference between existing rates on the Grand Trunk Railway System and the standard wages on other roads.

3. The remaining three-eighths to be given at a subsequent date to be arranged between the Company and its employés concerned;

4. That the Grand Trunk Railway System should extend the adoption of the mileage basis of pay to cover not only its through freight service, as in the past, but also all other branches of its train service;

5. That in order to equalize wages on the Grand Trunk Railway System with those on standardized lines the conditions of service should likewise be standardized, the employés thus receiving in future payment for overtime for the same number of hours' service as well as standard allowances for detention, &c.

From a comparison of the terms of the

award above referred to, with the terms of the settlement of July 31, it would appear that the latter constitutes a virtual acceptance by both parties to the dispute of the award of the Board of Conciliation and Investigation, with the exception that the standardization of rules in train and yard service on the Grand Trunk Railway System, instead of becoming operative at once, is deferred until January 1, 1912; also that the extension of the mileage basis of pay to the employés in substitution of a monthly basis of pay to all branches of the Company's train service is deferred until January 1, 1912, instead of becoming operative immediately.

Employés Invite Government Intervention.

On July 27 a telegram was received by the Minister of Labour from Mr. James Murdock, representative of the General Committee of the Grand Trunk Railway and Central Vermont Railway employés, in Montreal, in the following terms:—

"Montreal, July 27, 1910.

"Hon. W. L. Mackenzie King,
"*Minister of Labour,*
"Ottawa.

"Messrs. Garretson and Lee held conference to-day with Mr. Hays without result. May I be permitted, on behalf of the men on strike, to request that, as a Minister of the Crown and representative of the people, you come to Montreal, and by further efforts try and arrange an honourable settlement either by arbitration or negotiation.

"James Murdock."

In compliance with the request contained in this message, the Minister of Labour left for Montreal the day following, July 28, for the purpose of lending the good offices of the Government to bring about a settlement of the strike, and was joined there by the Honourable Sir Frederick Borden, Minister of Militia and Defence. On the same evening, the Ministers met the respective parties to the dispute. On July 29, 30 and 31, the Ministers continued their efforts to effect if possible, an agreement, the Minister of Militia leaving for Nova Scotia on the evening of July 31. The Minister of Labour continued on the day following in conference with the parties concerned, and upon his return to Ottawa, on August 2, announced the terms of a settlement, which had been arrived at on all points at issue, and which was signed by Mr. Chas. M. Hays, President, on behalf of the Grand Trunk Railway System, and by various officers and committeemen of the Order of Railway Conductors and the Brotherhood of Railroad Trainmen, on behalf of the employés concerned.

The Terms of Settlement.

The terms of the settlement are as follows:—

Montreal, July 31, 1910.

Re dispute between Grand Trunk Railway Company and its employés in train and yard service.

By way of settlement of the existing difficulties:—

1. The Company will put back as soon as possible the men, other than those who have been or may be found guilty of acts of violence or disorderly conduct, the understanding being that there is to be no coercion or intimidation used towards the new men.

2. The Company will put into effect from May 1, 1910, the rates named in schedule of rates dated July 18, 1910, those rates to be embodied in the present schedules now in effect on this line, it being understood that those rates shall in no instance effect a reduction in any existing rate.

3. The Company will, on January 1, 1912, make effective in train and yard service on the Grand Trunk Railway the rates of pay and the rules contained in the schedule or agreement on that date in effect on the lines of the Canadian Pacific Railway east of Fort William.

The three above propositions shall apply also to the Central Vermont Railroad Company, the said Railroad Company to be substituted for the Grand Trunk Railway Company, and the Rutland Railroad Company to be substituted

for the Canadian Pacific Railway Company wherever the same are used or understood in the above. (In the case of the Central Vermont, by the "schedule of rates dated July 18, 1910" is meant the schedule issued by the management of that Company since July 1.)

CHAS. M. HAYS,
President,
Grand Trunk Railway System.

For the Order of Railway Conductors:
ROBERT KELLEY.
N. FOY.
ED. Z. SINCLAIR.
J. E. MANN.

Approved by
S. N. BERRY,
Vice-President.

For the Brotherhood of Railroad Trainmen:
JOHN MALONEY.
J. A. CONNER.
W. E. BERRY.
P. A. HEBERT.

Approved by
JAMES MURDOCK,
Vice-President.

Attest:
A. B. GARRETSON,
President,
Order Railway Conductors.

W. G. LEE,
President,
Brotherhood of Railroad Trainmen.

Schedule of Rates of Pay.

In the foregoing terms of settlement reference has been made to the schedule of rates dated July 18, issued by the Grand Trunk Railway Company. The schedule in question, which, under the terms of the agreement of July 31, has been made effective from May 1, 1910, has been communicated to the Department of Labour by the Grand Trunk Railway Company, and is as follows:—

EMPLOYÉS IN TRAIN SERVICE.

The rates of pay governing employés of the Grand Trunk Railway Company in train service, as promulgated in the Company's circular of July 18, are as follows:—

PASSENGER TRAIN SERVICE.

BETWEEN	CONDUCTORS.		BAGGAGEMAN.		BRAKEMEN.	
	Old Rate.	New Rate.	Old Rate.	New Rate.	Old Rate.	New Rate.
Hamilton-Meaford	$ 95.00	$ 120.00	$ 72.00	$ 80.00	$ 61.00	$ 70.00
Toronto-North-Bay	105.00	125.00	70.00	80.00	60.00	70.00
Toronto (Midland) - North Bay	95.00	110.00	65.00	75.00	58.00	65.00
Toronto-Port Hope	90.00	110.00	60.00	65.00	56.00	60..0
Toronto-Peterboro	90.00	115.00	60.00	67.00	55.00	62.00
Belleville-Peterboro	70.00	100.00	54.00	60.00	47.00	55.00
Belleville-Lindsay	90.00	110.00	60.00	65.00	55.00	60.00
Midland-Blackwater Jct	75.00	100.00	54.00	60.00	48.00	55.00

MIXED TRAIN SERVICE.

Belleville-Madoc	70.00	$ 110.00	.....	.....	$ 52.00	$ 65.00
Peterboro-Lakefield	70.00	100.00	.....	.....	54.00	60.00
Lindsay-Coboconk	70.00	100.00	.....	.....	50.00	60.00
Lindsay-Haliburton	70.00	110.00	.....	.....	52.00	65.00
Lindsay-Kinmount	60.00	100.00	.....	.....	45.00	60.00
Lindsay-Port Hope	65.00	100.00	.....	.....	48.00	60.00
Lindsay-Whitby Junction	85.00	110.00	.....	.....	63.00	95.00
Lindsay-Whitby Junction	70.00	100.00	.....	.....	50.00	60.00
Lindsay-Toronto	90.00	110.00	.....	.....	65.00	75.00
Stouffville-Sutton	70.00	100.00	.....	.....	50.00	60.00
Allandale-Penetang	100.00	115.00	72.50	85.00	70.50	80.00
Allandale-Meaford	70.00	110.00	.....	.....	52.00	65.00
Allandale-Meaford	70.00	110.00	.....	.....	52.00	65.00
Beeton-Collingwood	100.00	120.00	60.00	87.00	70.00	85.00

WAY FREIGHT SERVICE.

BETWEEN	Conductors.		Baggageman.		Brakemen.	
	Old Rate.	New Rate.	Old Rate.	New Rate.	Old Rate.	New Rate.
Lindsay-Belleville	80.00	95.00	.....	.....	58.00	65.00
Lindsay-Midland (Short Line)	70.00	95.00	.....	.....	50.00	65.00
Lindsay-Midland (Blackwater)	82.00	95.00	.....	.....	60.00	65.00
Toronto-Blackwater	90.00	95.00	.....	.....	65.00	65.00
Toronto-Gravenhurst	100.00	110.00	.....	.....	70.00	75.00
Gravenhurst-North Bay	100.00	110.00	.....	.....	70.00	75.00
Allandale-Huntsville	75.00	95.00	.....	.....	50.00	65.00
Allandale-Penetang	75.00	105.00	.....	.....	47.00	70.00
Allandale-Collingwood	70.00	95.00	.....	.....	50.00	65.00
Allandale-Hamilton	85.00	100.00	.....	.....	60.00	70.00

THROUGH FREIGHT SERVICE.

Conductors	2.90	3.36 cents per mile.
Brakemen	1.90	2.23 cents per mile.

EASTERN DIVISION. PASSENGER TRAIN SERVICE.

BETWEEN			Conductors.		Baggageman.		Brakemen.	
			Old Rate.	New Rate.	Old Rate.	New Rate.	Old Rate.	New Rate.
Portland	—	Montreal	$ 105.00	$ 135.00	$ 75.00	$ 85.00	$ 65.00	$ 80.00
Portland	—	Lewiston	85.00	100.00	55.00	70.00	50.00	65.00
Portland	—	Island Point	80.00	100.00	53.00	65.00	49.00	60.00
Richmond	—	Coaticook and Pt. Levi	95.00	110.00	60.00	67.00	58.00	62.00
Montreal	—	Island Pond	.....	100.00	.....	65.00	.....	60.00
Montreal	—	St. Hyacinthe	75.00	100.00	50.00	60.00	47.00	55.00
Montreal	—	Rouses Point	80.00	100.00	55.00	60.00	50.00	55.00
Montreal	—	Massena Springs	90.00	110.00	60.00	70.00	55.00	65.00
Montreal	—	Fort Covington	75.00	100.00	55.00	60.00	50.00	55.00
Montreal Suburban			90.00	110.00	60.00	75.00	60.00	70.00
Montreal	—	Ottawa	95.00	140.00	65.00	85.00	60.00	80.00
Montreal	—	Brockville	95.00	140.00	60.00	85.00	55.00	80.00
Montreal	—	Toronto	110.00	140.00	70.00	85.00	60.00	80.00
Brockville	—	Belleville	85.00	125.00	55.00	75.00	50.00	70.00
Toronto	—	Brockville	95.00	135.00	62.00	80.00	57.00	75.00
Toronto	—	Belleville	100.00	135.00	65.00	80.00	60.00	75.00

MIXED TRAIN SERVICE.

Lewiston Branch			$90.00	$100.00	$65.00	$75.00	$60.00	$70.00
South Paris	—	Norway	70.00	100.00	.....	.....	.....	.....
Three Rivers Branch			75.00	100.00	48.00	65.00	48.00	60.00
Hemmingford Branch			60.00	100.00	.....	.....	45.00	55.00
Kingston Branch			65.00	80.00	.....	.....	45.00	60.00

WAY FREIGHT SERVICE.

Portland	—	Gorham	$90.00	$100.00	.....	.....	$63.00	$70.00
Gorham	—	Berlin Mills	85.00	100.00	.....	.....	60.00	70.00
Island Pond	—	Gorham	75.00	100.00	.....	.....	53.00	70.00
Island Pond	—	Richmond	80.00	100.00	.....	.....	58.00	70.00
Point Levi	—	Richmond	90.00	100.00	.....	.....	63.00	70.00
Montreal	—	Richmond	75.00	100.00	.....	.....	55.00	70.00
Montreal	—	Rouses Point	80.00	100.00	.....	.....	58.00	70.00
Montreal	—	Massena Springs	80.00	100.00	.....	.....	58.00	70.00
Montreal	—	Brockville	100.00	115.00	.....	.....	70.00	85.00
Brockville	—	Belleville	90.00	100.00	.....	.....	70.00	70.00
Belleville	—	Toronto	105.00	115.00	.....	.....	73.00	85.00

THROUGH FREIGHT SERVICE.

	Old Rate. Per Mile.	New Rate. Per Mile.
Conductors	2.90	3.36
Brakemen	1.90	2.23

Richmond	—	Point Levi	100 miles.
Brockville	—	Belleville	100 miles.
Island Pond	—	Sherbrooke and return.	100 miles.

BETWEEN	RATES PER MONTH.					
	CONDUCTORS.		BAGGAGEMEN.		BRAKEMEN.	
	Old Rate.	New Rate.	Old Rate.	New Rate.	Old Rate.	New Rate.
Toronto-Detroit	$ 110.00	$ 140.00	$ 77.00	$ 85.00	$ 66.00	$ 80.00
Toronto-Port Huron & Goderich	105.00	130.00	68.00	75.00	58.00	70.00
Port-Huron-Suspension Bridge	108.00	135.00	72.00	80.00	60.00	75.00
Suspension Bridge-Detroit	95.00	110.00	65.00	75.00	55.00	70.00
Suspension Bridge-Toronto-Guelph	95.00	110.00	65.00	75.00	60.00	70.00
Suspension Bridge-Toronto	95.00	120.00	65.00	80.00	60.00	75.00
Toronto-Hamilton	95.00	115.00	65.00	75.00	60.00	70.00
Hamilton-St. Thomas	90.00	110.00	63.00	75.00	55.00	70.00
London-Port Huron-Stratford	90.00	100.00	64.00	70.00	60.00	65.00
London-Detroit	95.00	135.00	65.00	80.00	62.00	75.00
London-Detroit	105.00	140.00	73.00	85.00	67.00	80.00
London-Suspension Bridge & Toronto	90.00	100.00	63.00	70.00	57.00	65.00
Goderich-Buffalo	100.00	135.00	64.00	80.00	58.00	75.00
Southampton-Toronto and Palmerston	100.00	130.00	70.00	80.00	60.00	70.00
Stratford-Port Dover	75.00	100.00	55.00	70.00	50.00	65.00
Palmerston, Brantford & Hamilton	95.00	125.00	60.00	75.00	62.00	70.00
Brantford, Harrisburg & Tillsonburg Jct.	75.00	100.00	60.00	70.00	55.00	65.00
Tillsonburg, Harrisburg & St. George	85.00	100.00	65.00	70.00	60.00	65.00
Durham-Kincardine	90.00	110.00	.....	70.00	55.00	65.00
London-Toronto-Owen Sound	95.00	125.00	70.00	75.00	58.00	70.00
London-Wingham	80.00	100.00	56.00	65.00	50.00	60.00
Petrolia-Glencoe	80.00	100.00	60.00	70.00	55.00	65.00
Paris Jct.-Toronto & Lynden	95.00	105.00	65.00	75.00	60.00	65.00
Port Dover-Canfield Jct.	75.00	100.00	55.00	65.00	48.00	60.00
Stratford-Owen Sound	100.00	125.00	70.00	75.00	60.00	70.00
Port Huron-Suspension Bridge-Toronto	108.00	125.00	72.00	75.00	60.00	70.00
Relieving Crew	110.00	140.00	77.00	85.00	66.00	80.00

MIXED TRAIN SERVICE.

BETWEEN	RATES PER MONTH.					
	CONDUCTORS.		BAGGAGEMEN		BRAKEMEN	
	Old Rate	New Rate	Old Rate	New Rate	Old Rate	New Rate
Stratford-Sarnia	$90.00	$110.00	$63.00	$75.00	$63.00	$70.00
Port Dover-Owen Sound	95.00	110.00	63.00	75.00	63.00	70.00
Port Colborne-Port Dalhousie	85.00	100.00	60.00	70.00	57.00	67.00
Galt-Elmira	80.00	100.00	.....	.....	55.00	65.00
Elmira-Galt	75.00	100.00	.....	.....	53.00	65.00
Port Rowan-Simcoe	70.00	90.00	50.00	60.00	50.00	60.00
Wiarton-Parkhead Jct.	80.00	100.00	.....	.....	55.00	70.00
Palmerston-Brantford	85.00	125.00	63.00	80.00	63.00	75.00
Guelph-Lynden-Harrisburg & Paris Jct.	75.00	100.00	50.00	70.00	50.00	65.00
Hamilton-Caledonia-Burlington Jct. & Dundas	90.00	100.00	64.00	70.00	64.00	65.00
Petrolia-Glencoe	90.00	105.00	63.00	75.00	63.00	70.00
London-St. Thomas	85.00	100.00	60.00	70.00	60.00	65.00

WAY FREIGHT SERVICE.

BETWEEN	RATES PER MONTH.			
	Conductors.		Brakemen	
	Old Rate	New Rate	Old Rate	New Rate
London-Sarnia-Kincardine	$ 90.00	$100.00	$63.00	$70.00
Toronto-Stratford	85.00	100.00	65.00	65.00
Stratford-Sarnia	80.00	95.00	58.00	65.00
Stratford-London	70.00	95.00	53.00	65.00
Mimico-Niagara Falls	80.00	95.00	58.00	65.00
Hamilton-Port Dover	70.00	95.00	48.00	65.00
Hamilton-London	80.00	95.00	60.00	65.00
Brantford-St. Thomas	95.00	110.00	67.00	75.00
Stratford-Fort Erie	100.00	110.00	68.00	75.00
Stratford-Port Dover	90.00	110.00	65.00	75.00
Stratford-Goderich	85.00	95.00	62.00	65.00
Stratford-Owen Sound	95.00	105.00	67.00	75.00
Guelph-Southamton	85.00	100.00	63.00	70.00
Palmerston-Wingham	78.00	95.00	58.00	65.00
Merritton-Welland Jct.	80.00	95.00	58.00	65.00
Guelph-Galt	75.00	95.00	55.00	65.00
Guelph-Harrisburg	75.00	90.00	55.00	60.00
Fort Erie-Sherks	85.00	95.00	57.00	65.00
Fort EriejSt. Thomas	100.00	115.00	70.00	80.00
St. Thomas-Windsor	95.00	105.00	65.00	75.00

THROUGH FREIGHT SERVICE.

	*Old Rate. Per Mile. Cents.	New Rate Per Mile. Cents.
Conductors	2.90	3.36
Brakemen	1.90	2.23

BETWEEN	Conductors.		Baggageman.		Brakemen.	
	Old Rates.	New Rates.	Old Rates.	New Rates.	Old Rates.	New Rates.
Ottawa-Montreal	$110.00	$ 140.00	$ 75.00	$ 85.00	$ 70.00	$ 80.00
Ottawa-Depot Harbor	95.00	110.00	65.00	75.00	60.00	70.00
Ottawa-Pembroke	95.00	110.00	65.00	75.00	60.00	70.00
Hawkesbury Branch	80.00	100.00	58.00	65.00	54.00	60.00
Coteau-Swanton	121.00	135.00	86.00	90.00	83.00	85.00
Rockland Branch	80.00	100.00	58.00	65.00	54.00	60.00

|All service.

MIXED SERVICE.

Madawaska-Depot Harbor	$96.00	$ 110.00			$ 63.00	$ 70.00
Madawaska-Golden Lake	99.00	110.00			65.00	70.00

WAY FREIGHT.

Coteau-Swanton	$ 85.00	$ 95.00			$ 62.00	$ 70.00
Coteau-Ottawa	85.00	95.00			62.00	70.00
Ottawa-Pembroke	95.00	105.00			68.00	75.00
Madawaska-Depot Harbor	105.00	120.00			72.00	80.00

THROUGH FREIGHT.

Conductors	2.75	3.36 cents per mile.
Brakemen	1.80	2.23 cents per mile.

EMPLOYÉS IN YARD SERVICE.

The rates of pay governing employés of the Grand Trunk Railway Company in yard service are as follows:—

NORTHERN DIVISION.

		Old Rate Per hr.	N'w Rat' Per hr.		Old Rate Per hr.	N'w Rat' Per hr.
Allandale Yard	Day Foremen	26½	33	Night Foremen	27½	35
"	Day Helpers	22½	29	Night Helpers	23½	31
All other yards	Day Foremen	24	31	Night Foreman	24	33
"	Day Helpers	21	27	Night Helpers	21	29

EASTERN DIVISION.

STATION.	RATES PER HOUR.							
	Day Foreman.		Night Foreman..		Day Helper.		Night Helper.	
	Old Rate	New Rt.	OldRate	New Rt.	Old Rate	New Rt.	Old Rate	New Rt.
Portland	.29	.34	.30	.36	.24	.30	.25	.32
Gorham	.23	.31	.23	.33	.18½	.27	18½	.29
Island Pond	.25	.33	.27	.35	.22½	.29	23½	.31
Richmond	.23	.33	.24	.35	.21	.29	.22	.31
Pt. Levi (no overtime)	.25	.31	.25	.33	.21	.27	.21	.29
Montreal Terminals	.29	.34	.30	.36	.24	.30	.25	.32
Brockville	.26½	.33	.27½	.35	.22½	.29	.23½	.31
Belleville	26½	.33	.27½	.35	.22½	.29	.23½	.31

MIDDLE AND SOUTHERN DIVISIONS.

STATION.	RATES PER HOUR.							
	Day Foreman.		Night Foreman.		Day Helper.		Night Helper.	
	Old Rate	New Rt.	Old Rate	New Rt.	Old Rate	New Rt.	Old Rate	New Rt.
Toronto Terminals, Hamilton, London, Sarnia, Stratford, Niagara Falls, Fort Erie and Windsor	.29	.34	.30	.36	.24	.30	.25	.32
Palmerston and St. Thomas	.25	.33	.27	.35	.20	.29	.21	.31
All other Yards	.23 & .26	.31	.26	.33	.18½ &26	.27	.20	.29

OTTAWA DIVISION.

YARDS.	RATES PER HOUR.							
	Day Foreman		Day Helpers.		Night Foreman		Night helpers.	
	Old Rate	New Rt.	Old Rate	New Rt.	Old Rate	New Rt.	Old Rate	New Rt.
OttawaW	.26	.34	.27	.30	.20½	.36	.21½	.32
Coteau Jct.	.24	.33	.24	.29	.20	.35	.20	.31
Depot Harbor	.26	.33	.27	.29	.20½	.35	.21½	.31
Other Yards	.....	.31	.....	.27	.....	.33	.....	.29

Rules Governing Train Service Employés.

The rules governing employés of the Grand Trunk Railway Company in train service, as promulgated in the Company's circular of July 18, are as follows:—

Snow Plow and Wreck Train Service

shall be paid at the rate of 10 miles per hour, through freight rates. Trainmen

shall be paid actual mileage to and from wreck, and 10 miles per hour while work at wreck.

Work trains.—Conductors, $4.00. and brakemen, $2.70 per day of twelve hours, six hours or less, half day; over six hours, full day. Overtime to be allowed at 33 cents, and 23 cents per hour for conductors and brakemen respectively. Ballast train crews shall be paid regular freight rates when the haul is more than 50 miles in one direction. These rates to include the ordinary work in connection with such service.

Miscellaneous service and rates:—

1. On special passenger or excursion trains, conductors shall be paid $2.46, baggagemen, $1.41, on northern, eastern and Ottawa Divisions, and $1.46 on middle and southern divisions; brakemen, $1.36 per 100 miles. When necessary to lay over for return trip, and the distance is less than 150 miles, conductors shall be paid $3.70, baggagemen, $2.10, and brakemen, $2, for the round trip.

2. When trainmen are called and train cancelled, 25 miles shall be allowed for two and a half hours or less. All time on duty after two and a half hours, to be paid *pro rata*, according to service. When trains are annulled for which monthly salaries are paid, trainmen shall be allowed full pay, and shall be subject to call at their regular monthly rates.

3. Crews running light, with engine and caboose, conductors shall receive 2½ cents, and brakemen, 1½ cents per mile. Crews deadheading shall be paid half freight rates. Short turn-around trips, 50 miles or less in each direction, shall be paid at through freight rates.

4. Short return trips, 25 miles or less, to be rated as 25 miles, and paid at regular rates for class of service performed. Short return trips, continuations of regular trips, shall be paid actual mileage or time at the rates in effect for the class of service performed.

5. When a trainmen in regular service is called on to perform duties other than his own, he shall receive not less than his own rate of pay; this not to apply to extra men.

6. Freight crews paid on mileage basis, when obliged to double grades on account of train tonnage exceeding rated capacity of locomotive, shall be paid for such mileage at rate for class of service performed, and time so made shall be deducted from detention; in other words, men shall not be paid twice for the same service.

7. Crews assigned to specified runs shall be paid extra for work done outside of regular run, at rates for class of service performed and failing to make full month shall be paid *pro rata* for services performed.

8. Trainmen attending court, coroner's inquest, or other legal cases for the Company, shall receive one day's pay for each twenty-four hours, and, if away from home, reasonable expenses in addition. The court, witness and mileage fees shall be assigned to the Company.

9. At terminals where car inspectors are employed, they shall couple and uncouple hose and test air brakes, but this does not relieve train crews from seeing that their train is in proper condition.

10. Freight crews to be called, as nearly as possible, two hours before trains are ordered to leave. Trainmen to sign book showing time called.

11. If a trainman be taken off his run for any cause, he shall be given a hearing, at which time he shall have the right to have another trainman of his own selection appear and speak for him, and shall have the right to appeal from the decision of the local to the general officers of the Company. Should no decision be rendered within fifteen days, he shall receive his regular pay until the decision is arrived at. The accused party, if he so desires, shall be allowed to see all evidence produced against him.

12. Trainmen, after continuous service of sixteen hours or more, may have eight hours' rest before they are called for service, except in case of emergency.

13. When the business of the Company requires temporary transfer of men from one district or division to another, the competent junior men in the service shall be transferred, and hold their seniority on the districts to which they belong.

14. The number of crews shall be, so far as possible, adjusted in order that un-

assigned through freight crews in the service three years or more shall have an opportunity to make at least 2,600 miles per month.

15. The oldest qualified freight conductor at each principal terminal shall be given a passenger uniform, and shall have the preference for extra passenger work.

16. Conductors or brakemen piloting trains or engines shall be paid through freight conductor's rate.

17. Trainmen required to coal engines shall be allowed extra compensation at overtime rates, with a minimum of one hour; such time to be deducted from overtime made on the trip.

18. If there are any changes in the mileage of specified trains shown in the schedule, or additional service of the same class established, the monthly salaries of men on such runs shall be adjusted on the basis of the mileage, conditions and salaries paid on runs of alike character.

19. Employés leaving the service of the Company for any cause will be given a service letter stating time of service.

Detention.

20. On all passenger trains, not otherwise specified, detention shall be paid for the time used in making the trip in excess of the time necessary to complete the trip, at an average speed of 15 miles per hour.

21. On all mixed, freight and snow plow runs, not otherwise specified, detention shall be paid for the time used in making the trip in excess of the time necessary to complete the trip at an average speed of 10 miles per hour.

22. On all way freight runs, not otherwise specified, detention shall be paid for the time used in making the trip in excess of the time necessary to complete the trip at an average speed of 8 miles per hour.

23. On specified runs, the monthly rate includes detention and all work in connection with the run.

24. Detention shall be computed from the time a train is ordered to leave the point of departure until it is registered in at the arriving terminal.

25. Fractions of an hour less than thirty-five minutes shall not be counted. Fractions of an hour thirty-five minutes or over shall be counted as one hour.

On the Ottawa Division rule number eleven reads as follows:—

11. If a trainman be taken off his run for any cause, he shall be given a hearing, at which time he shall have the right to have another trainman of his own selection appear and speak for him, and shall have the right to appeal from the decision of the local to the general officers of the Company.

The rules governing promotion of employés of the Grand Trunk Railway Company in train service are as follows:—

NORTHERN DIVISION.

26. When vacancies for conductors, baggagemen and brakemen occur on preference runs, promotion shall be as follows: The oldest qualified man in the service shall be offered the run; should he decline it, he shall for all time waive his right to the run and it shall be offered to the next man in line of seniority, with proper qualifications. No change to be made in the system of promotion of conductors in passenger service. District promotion to prevail on Northern Division. Passenger brakemen to be promoted from freight service as follows: First, to local and then to through passenger runs, next to local and then to through baggage runs. Baggagemen and brakemen entering or at present in passenger service, may be transferred to freight service, but shall not be eligible for promotion to conductor until they have been in freight service two years, and one year, at least, immediately preceding promotion.

EASTERN DIVISION.

26. When vacancies for conductors, baggagemen and brakemen occur on preference runs, promotion shall be as follows: The oldest qualified man in the service shall be offered the run; should he decline it, he shall for all time waive his right to the run, and it shall be offered to the next man in line of seniority with proper qualifications. No change to be made in the system of promotion of conductors in passenger service. District promotion to prevail on Eastern Division;

Sixth District men to have one-third work on through passenger service between Montreal and Toronto. Passenger brakemen to be promoted from freight service, as follows: First, to local, and then to through passenger runs, next, to local and then to through baggage runs. Baggagemen and brakemen entering or at present in passenger service may be transferred to freight service, but shall not be eligible for promotion to conductor, until they have been in freight service two years, and one year, at least, immediately preceding promotion.

MIDDLE AND SOUTHERN DIVISIONS.

26. When vacancies for conductors, baggagemen and brakemen occur on preference runs, promotion shall be as follows: The oldest qualified man in the service shall be offered the run; should he decline it, he shall for all time waive his right to the run, and it shall be offered to the next man in line of seniority with proper qualifications. No change to be made in the system of promotion of conductors in passenger service. Universal promotion in passenger and mixed service, and station promotion in other service, on Middle Division. Passenger brakemen to be promoted from freight service as follows: First, to local, and then to through passenger runs, next, to local, and then to through baggage runs. Baggagemen and brakemen entering or at present in passenger service may be transferred to freight service, but shall not be eligible for promotion to conductor until they have been in freight service two years, and one year, at least, immediately preceding promotion.

OTTAWA DIVISION.

26. When vacancies for conductors, baggagemen and brakemen occur on preference runs, promotion shall be as follows: The oldest qualified man in the service shall be offered the run; should he decline it, he shall for all time waive his right to the run, and it shall be offered to the next man in seniority with proper qualifications. Universal promotion to prevail. Passenger brakemen to be promoted from freight service as follows: First, to local, and then to through passenger runs; next, to local, and then to through baggage runs. Baggagemen and brakemen entering or at present in the passenger service may be transferred to freight service, but shall not be eligible for promotion to conductor until they have been in freight service two years, and one year, at least, immediately preceding promotion.

Rules Governing Employés In Yard Service.

The rules governing employés of the Grand Trunk Railway Company in yard service, on all divisions, are as follows:—

1. Ten hours will constitute a day's work; five hours or less, a half-day; over five hours, a full day. After ten hours, overtime will be paid at schedule rates per hour; less than thirty-five minutes will not be counted; for thirty-five minutes or over, one hour will be allowed.

2. Crews will be allowed one hour in which to take their meals between the hours of eleven and two o'clock. Should it be impossible to give a crew a meal hour within the time specified, they will be given thirty minutes, which will expire at two o'clock. If only thirty minutes are given, the men will be paid for the meal hour.

3. Yardmen required to do other than their regular work during their regular working hours will be paid regular yard rates; and if required to attend Court will be allowed reasonable expenses.

4. When a yardman is suspended or discharged for what he considers an unjust cause he will be given a hearing within fifteen days, and if the investigation proves him blameless, he will be reinstated and paid for the time lost.

5. When vacancies occur, the men senior in the service will be given preference, qualifications and other things being equal, the Superintendent to be the judge of qualifications.

6. Engines in yard service to be equipped with foot-boards and hand railings on front and rear, also head-lights on front and rear. Engines not to be worked more than twenty-four hours unless properly equipped.

7. The use of intoxicating liquors or the visiting of saloons will be sufficient cause for dismissal. Any employé will be dismissed immediately in case of intoxication or insubordination.

AGREEMENT BETWEEN THE CANADIAN PACIFIC RAILWAY COMPANY AND ITS EMPLOYÉS IN TRAIN AND YARD SERVICE.

AS reported on an earlier page of the present issue of the *Labour Gazette*, an agreement was reached in Montreal, after protracted negotiations, of a dispute between the Canadian Pacific Railway Company and its employés in train and yard service to the number of 4,360. The differences in question had been the subject of a reference on March 17, to a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act, the report of the Board and a minor report by Mr. J. G. O'Donoghue being published in the July number of the *Labour Gazette*. Following the communication of the award to the parties concerned, a series of meetings were held in Montreal between the management of the Company and the committees of employés, which resulted in the signing of an agreement which was understood to be in some respects similar to, but in other respects different from, the terms of settlement proposed by the Board of Conciliation and Investigation, and which would appear to correspond pretty closely both in respect of rates of wages and of rules, to the "standard" rates and rules already adopted during the past few months on a number of the principal railway systems in the Eastern States.

The agreement between the Canadian Pacific Railway Company and its employés in train and yard service was made effective from May 1, 1910, and is in the following terms:—

Rates of Pay.

Article "A".—The rates of pay in passenger train service on steam and electric trains shall be

Conductors	2.68	cents per mile.
Baggagemen	1.55	" "
Brakemen	1.50	" "

Article "B".—The minimum allowances for passenger trainmen in both steam and electric train service for each day used shall be:—

Conductors	157	miles or	$4.20	per day.
Baggagemen	177	" "	2.75	"
Brakemen	170	" "	2.55	"

Exclusive of overtime.

Regularly assigned passenger trainmen who are ready for service the entire month and who do not lay off on their own accord, shall receive the following minimum sums, including overtime earned, if any, for the calendar month:—

Conductors	$125.00
Baggagemen	75.00
Brakemen	70.00

Article "C".—Passenger trainmen on short turn-around runs, no single trip of which exceeds 80 miles, including suburban and branch lines service, and the work incident to such service, shall be paid overtime for all time actually on duty, or held for duty, in excess of eight hours, (computed on each run from the time required to report for duty to end of that run) within twelve consecutive hours, and also for all time in excess of twelve consecutive hours computed continuously from time first required to report until final release at end of last run. All other passenger trainmen shall be paid for overtime on the basis of 20 miles per hour, computed from the time required to report for duty until released, and separately for each part of a round trip.

Overtime shall be computed for each employé on the basis of actual overtime worked, or held for duty, at the following rates:—

Conductors	42	cents per hour.
Baggagemen	25	" "
Brakemen	24	" "

Example: On the St. Thomas-Woodstock passenger run, the work incident to such service would include turning, getting away and making up their train, but would not include station switching, or work not in connection with their train.

Exceptions to Articles "B" and "C".

On the Montreal-Newport and the Montreal-Ottawa (Montreal & Ottawa Section) runs trainmen will be paid the

flat mileage rate for the actual mileage made in the calendar month, irrespective of days used, but not less than the minimum monthly guarantee as provided in Article "B".

For any overtime made in addition (as per Article "C") to the amount necessary to make up the minimum monthly guarantee trainmen will be paid for at the overtime rates.

Extra mileage made outside of assigned service is not to be considered as overtime.

Article "E".—Reductions in crews, or increases in mileage, in passenger train service from assignments in effect November 1, 1909, shall not be made for the purpose of offsetting the above increases in wages. This, however, is not to be understood as preventing readjustment of runs in short turn-around, branch or suburban service that are paid under the minimum rules for the purpose of avoiding payment of excess mileage or overtime that would accrue under these rules, without reducing the number of crews.

Article "F".—The pay in through and irregular freight train service shall be:—

Conductors	3.63 cents per mile.
Brakemen	2.42 " "

Runs of 100 miles or less, either straight away or turn around, shall be paid as 100 miles.

Article "G".—The pay in way freight shall be:—

Conductors	3.975 cents per mile.
Brakemen	2.70 " "

Runs of 100 miles or less, either straight away or turn-around, to be paid as 100 miles.

Article "H".—In all freight and mixed train service, including pusher or helper service, 100 miles or less or ten hours or less, shall constitute a day's work.

On runs of 100 miles or less, overtime shall be paid for time in excess of ten hours and on runs of over 100 miles, overtime shall be paid for that time used in excess of the time necessary to complete the trip at an average speed of 10 miles per hour. The working time of trainmen shall begin at the time they are required for duty, and do so report, and shall continue until they are relieved from duty at end of run. Overtime shall be computed for each employé on the basis of actual overtime worked, or held for duty, and be paid for at the rate of 10 miles per hour for the class of service performed.

Article "I".—In work, construction, snowplow or wrecking train service trainmen shall be paid through freight rates, 100 miles or less, ten hours or less, shall constitute a day's work. Overtime computed for each employé on the basis of actual overtime worked, or held for duty, pro rata.

Trainmen while assigned to work train service will be paid a minimum of 100 miles for each working day exclusive of overtime previously earned.

Rules.

Rule 1.—Constructive mileage will be allowed for freight trains as follows:—

Between Outremont and Newport, 120 miles.

Rule 2.—Crews assigned to mixed train runs, or to runs a portion of which is passenger, and the balance mixed, or freight, or both, will be paid mileage, or time, at through freight rates, with a minimum of 3,000 miles per month.

Rates for mixed trains on branch lines of less than 100 miles in length include handling way freight.

Passenger train crews when handling freight cars (not express) en route will be paid through freight rates for the actual mileage with such cars.

Rule 3.—Freight trainmen running passenger trains will be paid through freight rates, except when relieving regular passenger trainmen, when they will be paid the passenger rates of the man relieved

Rule 4.—Passenger trainmen making extra mileage on other than their assigned runs will be paid through freight rates except when turned between sud-divisional terminal points, in which case they will be paid their passenger rates.

Passenger trainmen will not be compelled to make extra mileage outside of their assigned trips on their assigned runs if possible to avoid it.

Rule 5.—Mileage or overtime will be paid for when trainmen are run more than 1 mile off main line.

Track mileage will be paid for plowing or flanging sidetracks.

Rule 6.—When work trains run 40 miles or more to and from loading or unloading point they will be paid time or mileage, whichever amounts to the most, in addition to actual time loading or unloading.

Rule 7.—Trainmen on wrecking trains will be paid mileage to and from place of wreck, and work train rates per hour while working at wreck, with a minimum of 100 miles for the combined service.

Rule 8.—Trainmen will be paid for work or wreck train service en route when time occupied exceeds one hour, and time so paid for will not be included in computing overtime.

Rule 9.—Trainmen deadheading, or travelling passenger, will be paid same mileage and rate as the corresponding men on train on which they travel.

Trainmen running with light engine or with engine and caboose, will be paid full through freight rates.

Rule 10.—(a) Through freight trainmen or mixed trainmen (not otherwise specified in Rule 2) required to load or unload way freight will be paid overtime at way freight rates for time so occupied, but not in excess of way freight rates for full trip.

(b) Through freight or mixed train crews (not otherwise specified in Rule 2) making more than five stops to take on or set out (a car or cars) or that make more than (10) ten switches en route, or a combination of such service, will be paid way freight rates for the trip.

Rule 11.—Trainmen acting as pilots will be paid conductors' through freight rate.

When a pilot, as defined in Operating rules, is required, a competent man will be supplied in addition to the regular crew. A man unfamiliar with the physical characteristics of the road will not be required to go.

Rule 12.—Through freight rates per hour will be paid for time occupied in switching at terminals and turn-around points, not less than three of the train crews being used, except that in all freight and mixed train runs of less than 100 miles, when the combined actual mileage including overtime made and the time occupied in terminal switching at 10 miles per hour exceeds the total time on duty, trainmen will only be paid for such excess time occupied in terminal switching at one-tenth of the daily rate per hour.

Rule 13.—When trainmen come on duty and are not required they will be paid through freight rates, with a minimum of 30 miles, and will stand first out. Trainmen held for duty and not used, and their vans have been sent out, will be paid 100 miles for each twenty-four hours while waiting return of the van.

Rule 14.—When unassigned crews are available and are run around at terminals they will be paid 50 miles for each run around, and hold their turn out.

Rule 15.—Trainmen held for train service after arrival of train at final terminal, or end of run, will be paid for time so held, provided minimum daily mileage, or time, has been exceeded.

Rule 16.—For freight train service performed in or between yards at terminals trainmen will be paid overtime rates per hour.

Rule 17.—Time or mileage made doubbling or assisting other trains will be paid for at through freight rates.

Rule 18.—Trainmen while shovelling coal for tenders en route will be paid 30 cents per hour, and this time will not be deducted in computing overtime.

Trainmen will not be required to do this work when sectionmen are available.

Rule 19.—Trainmen held off on Company's business, or on Company's order, will be paid scheduled mileage rates for mileage lost, and reasonable expenses if away from home.

Rule 20.—Trainmen relieving yardmen will be paid yardmen's rates.

Rule 21.—Trainmen will not be compelled to ride on snowplows or flangers but will be supplied with van or other suitable car, properly equipped.

Rule 22.—Trainmen assigned to work train service will not be considered absent from time work is through Saturday

night until starting hour Monday, unless notified before laid up Saturday that they will be required.

Trainmen will be allowed to go home Sundays if train service permits, and absence will not interfere with work service.

Rule 23.—Unless senior trainmen desire otherwise junior trainmen, if competent, will be assigned to work trains.

Rule 24.—When a deadhead crew is required the first crew out will be called to deadhead, and will hold its turn out at the distant terminal.

Rule 25.—The Company will arrange their way freight service to avoid the handling of shed freight at night and on Sundays. Trains leaving terminals between 4.00 a. m. and noon will not be considered night trains.

Rule 26.—Way freight trains will not be double-headed, except where there is but one freight train each way daily.

Rule 27.—Trainmen will be advised with reason, and without unreasonable delay, if mileage or time claimed is not allowed.

Rule 28.—Trainmen assigned to regular runs will not be considered absent from duty after arrival at final terminal at end of day's run, but if called for service will be given their turn out with unassigned crews.

Trainmen employed on regular runs will be allowed to go home Sunday, provided regular service permits.

Rule 29.—Through freight crews will be run first in first out of the terminals on their respective sub-divisions.

Points on current time-table where one or more trains end are terminal points for such trains. The meaning of terminal in the foregoing article is understood to be the regular points between which crews regularly run; for instance, the terminal from which a branch line projects would be the terminal for the branch, but not necessarily for the section from which the branch line springs.

Rule 30.—Except in cases of wrecks, washouts, snow blockades preventing crews being returned to their home terminals, unassigned crews laid up at other than their own terminal longer than eighteen hours (exclusive of Sunday) without being called for duty will be paid 10 miles per hour for the first ten hours in each subsequent twenty-four hours thereafter, time to be computed from the time crews go off duty until one hour before the departure of the train on which they resume duty. When the men book rest of their own accord the time so booked will not be included.

Rule 31.—Crews while en route between terminals will not be compelled to abandon their vans for the purpose of travelling passenger, or when being moved from one to the next terminal for freight service, or when handling Colonist or Continental (European) immigrant trains.

Rule 32.—Trainmen will not be disciplined or dismissed until after investigation. They may, however, be held off for investigation not exceeding three days, and may have the assistance of a fellow employé in stating their case, and the evidence against them will be stated to them. Employés concerned to be notified to be present. If not satisfied with decision, they may appeal either personally or through their representatives to the General Superintendent, within thirty days after having been advised of such decision, and if not satisfied with General Superintendent's decision, they may appeal to the higher officials.

Rule 33.—When a trainman is discharged or resigns he will as soon as possible be paid and given a certificate stating the term of service and capacity employed.

Rule 34.—Freight trainmen living within 1 mile of yard office, and passenger trainmen within 1 mile of passenger station, will be called as nearly as possible in time to be on duty thirty minutes before leaving time of train. This rule, except on the Lake Superior Division, will not apply to schedule passenger and mixed trainmen assigned to regular runs leaving between 7.30 a.m. and 10.30 p.m., but in cases where such trains are more than one hour late they will be advised of probable time of departure.

Rule 35.—All passenger and mixed trains will have at least one train baggageman and one brakeman, but passenger trains of eight or more cars will have two brakemen and one baggagemen, if there is a local baggage car on the train,

one or two baggage or refrigerator cars to count as one car, and three or four as two cars.

Rule 36.—One brakeman or baggageman on each train must have at least six months' experience, and the same or another man be acquainted with the run. A conductor will not be required to take out an incompetent brakeman unless the alleged incompetency is disproved.

Rule 37.—Trainmen who have been on duty twelve hours or more will not be called again if they have booked rest on arrival, the men to be judges of their own condition, and not less than six hours rest to be booked at any terminal.

Rule 38.—Trainmen in through freight service, who do not lay off of their own accord, will be paid for not less than equivalent to 2,600 miles in any one month. This will not apply to spare men. This will not prevent crews making as many miles as they are consistently able to make provided they take the proper rest.

Rule 39.—Trainmen will not be transferred from one promotion district to another, or be run on other than their own district, except in case of shortage of men on that district, when the junior men will be sent unless the senior men wish to go.

Shortage of men will not be considered to exist when there are men available that could be moved to point required.

Men to be notified of transfer at home terminal.

Rule 40.—Superintendents will prepare separate seniority lists for each promotion district or territory, and will have them posted on the first day of January, in each year. Said list will be posted in conspicuous places at all terminal registering points, and employés whose standing is incorrectly shown must protest in writing within ninety days there after or not action will thereafter be taken.

Rule 41.—Promotion on each promotion district or territory will be made according to seniority of men on that district or territory, and will be governed by merits, fitness and ability. Men not promoted in their turn will be advised the reason. The promotion of conductors will be to any run in either freight, mixed or passenger service to which their seniority as conductor entitles them, and in the event of a conductor refusing to accept any particular run to which he is entitled, he will lose his rights to that run until it again becomes vacant, but will otherwise retain his seniority standing. Permanent vacancies or new runs created will be bulletined for ten days and given to the senior qualified men applying therefor. In the event of a reduction of crews the junior men will be reduced.

Senior freight brakemen will be required to pass their examination for conductor in turn. Brakemen refusing promotion to conductor, or failing to qualify for same within thirty days of date set for their examination, will thereafter rank junior as conductor to the men in their stead.

The promotion of passenger brakemen shall be to passenger baggagemen, or to any run in passenger service to which their seniority as brakemen or baggage men entitled them.

Promotion for freight brakemen will be to any run in either freight or mixed train service to which their seniority as brakemen entitled them, but in the event of a brakemen refusing to accept any particular run that his seniority entitled him to, he will lose his rights to that run until it again becomes vacant, but will otherwise retain his seniority standing. Permanent vacancies or new runs created will be bulletined for ten days, and given to the senior qualified man applying therefore. In the event of a reduction in staff the junior men will be reduced. Where the promotion to any mixed train run has been made from the passenger service previous to the 1906 promotion rules, the men may remain on such runs and take their promotion to passenger service, retaining their original seniority standing, but in the event of any vacancy occurring on mixed train runs in future, it will be filled by men taken from freight service.

(a) Men on Eganville Branch will now be returned to passenger service and that run manned from freight service.

(b) Men who have lost their promotion rights under former promotion rules will not be considered as regaining any rights by the adoption of this rule.

Freight brakemen are not eligible for promotion to passenger train service, except that when there is a vacancy for regular passenger brakemen, it will be bulletined for ten days, and preference will be given to the senior suitable freight brakeman or yardman applying for it.

Brakemen have no seniority standing during the first six months service, but will then rank as brakemen from date entering service.

Promotions to runs extending over more than one division will be divided and assigned between such divisions as nearly as possible on the mileage basis.

In the event of the transfer of existing lines from one General Superintendent's division to another, trainmen affected will have the choice of being transferred according to senoirity. The men transferred will rank with those on the promotion district to which they transfer according to the dates from which they rank as conductor, baggageman or brakeman respectively, but no man will be reduced unless the number of crews employed is reduced.

Rule 42.—Preference in manning new lines or extensions will be given trainmen on promotion district from which new line diverts. In future when a new line connects two promotion districts it will be manned by men taken equally from those districts, provided they are competent, having regard to the men's seniority, dating from time of entering the service, and these men will then rank with the men on the promotion district to which they have been transferred, according to the dates from which they rank in the service, as conductor, baggageman or brakeman respectively. This will not apply to diversions reducing grades or distances on existing lines.

Rule 43.—Trainmen will not be compelled to clean cars, light lamps, couple or uncouple hose-bags on passenger trains where car repairers are on duty, but will be expected, where train porters are not employed, to remove rubbish from the coaches while en route so as to give them a tidy appearance.

Rule 44.—(Applicable to service in United States only.)

(a) Employés in train service will not be tied up unless it is apparent the trip cannot be completed within the lawful time, and not then until after the expiration of fourteen hours on duty under the Federal Law, or within two hours of the time limit provided by State Laws, if State Laws govern.

(b) If employés in train service are tied up in a less number of hours than provided in the preceding paragraph, they shall not be regarded as having been tied up under the law, and their service will be paid for under the provisions of this schedule.

(c) When employés in train service are tied up between terminals under the law, they shall again be considered on duty and under pay immediately upon the expiration of the legal period off duty applicable to any member of the road crew, providing the longest period of rest required by any member of the crew, either eight or ten hours, shall be the period of rest for the entire crew.

(d) Continuous trip will cover the movement straight-away or turn-around, from initial point to the destination train is making when required to tie up. If any change is made in the destination after the crew is released for rest, a new trip will commence when the crew resumes duty.

(e) Employés in train service tied up under the law will be paid continuous time or mileage of their schedules from initial point to tie up point. When they resume duty on a continuous trip, they will be paid miles or hours, whichever is the greater, from the tie up point to the next tie up point or to the terminal. It is understood this article does not permit conductors and trainmen to run through terminals unless such practice is permitted under the schedule.

(f) Employés in train service tied up for rest under the law, and then towed or deadheaded into terminal, with or without engine or caboose, will be paid

therefor as per section (e) the same as if they had run the train to such terminal.

(g) Employés in train service tied up in obedience to law will not be required to watch or care for engine or perform other duties during the time tied up.

(h) Yardmen required to work sixteen hours will resume work when their rest period is up under the Federal Law, and then be permitted to work ten hours, or paid therefor.

Rule 45.—The Company will join in arrangements for and in representation at a conference with other Railways in the territory to dispose of the doubleheader question.

Rule 46.—Conductors, trainmen, yardmen, or their representatives, will call the attention of their Superintendents to any violation of the Articles in this schedule, and, if necessary, refer the matter to the General Superintendent, in order to have the same remedied.

Rule 47.—Trainmen will not be compelled to handle cars in train the draft gear of which is defective and requires to be chained, further than to take a car of perishable freight or live stock that may become disabled en route, to the first terminal. Under no circumstances will trainmen be compelled to handle cars behind van other than official cars or flangers.

Rule 48.—Any question of interpretation which may arise will be adjusted by the General Chairman with the General Superintendent, and then, if necessary, with the General Manager.

Rule 49.—This schedule of rates and rules for trainmen will continue in effect until terminated by thirty days' notice in writing.

A. McGOVERN,
For Brotherhood of Railway Trainmen
Approved:

J. W. LEONARD,
General Manager.

Yard Service.

Rules 9, 13, 19, 27, 32, 33, 37, 38 and 40 will apply to yardmen.

Rule A.—When day and night crews are employed on same engine, the hours for each crew to commence work will be at or between 6.45 A.M. and 8.00 A.M., and at or between 5.45 P.M. and 7.15 P.M., respectively.

Rule B.—Yardmen working four hours or more between the hours of 6.00 P.M. and 6.00 A.M. will be paid night rates for the shift.

Rule C.—The working time of yardmen will commence at the time required to report for duty, and do so report, and will continue until they are relieved from duty at the end of the day's work, excepting the time taken for meals. Yardmen will be relieved at the yard in which they commence work.

Rule D.—Yardmen will be allowed one hour for meals between the fifth and seventh hours from time beginning work; if required to work any part of the meal hour they will be allowed thirty minutes for the meal, as soon as possible, and paid for one hour.

Rule E.—Yardmen will not be required to go outside of yard terminals except for switching or transfer service, and yard crews whose work takes them outside of the switching terminal will receive yardmen's rates.

Rule F.—This agreement for trainmen and yardmen is not to operate to reduce any rates that may be now higher than those agreed upon. This not to enforce rearrangement of present method of operating day and night shift in yards.

Rule G.—Yardmen (not spare) relieving switchmen will be paid yardmen's rates.

Rule H.—Yardmen will not be compelled to couple or uncouple hosebags on passenger cars in yards where car men are on duty.

Rule I.—Yard crews in transfer service will be provided with a van or other car suitably equipped.

Rule J.—West St. John, Montreal Ottawa and Toronto terminals, McAdam, Farnham, Smith's Falls, London, Windsor and North North Bay:—

Foreman	day	37	cents	per hour.
Foreman	night	39	"	"
Yardman	Day	34	"	"
Yardman	Night	36	"	"

Megantic, Quebec, Owen Sound, Prescott and yards west of North Bay:—

Foreman	day	36	cents per hour.
Foreman	night	38	" "
Yardman	day	33	" "
Yardman	night	35	" "

All other yards:—

Foreman	day	35	cenes per hour.
Foreman	night	37	" "
Yardman	day	32	" "
Yardman	night	34	" "

Ten hours or less shall constitute a day's work. Overtime computed for each employé on the basis of actual overtime time worked or held for duty *pro rata*.

Rule K.—The promotion of yardmen in their respective yards will be according to seniority of the men in that yard, and will be governed by merit, fitness and ability. Men not promoted in their turn will be advised of the reason. Any yardmen failing to qualify for or refusing promotion will thereafter rank junior to the men promoted for that position only. Permanent vacancies, or new jobs created, will be advertised for ten days, and given to the senior qualified man applying therefor.

In the event of a yard being abolished, the men in such yard will be assimilated with the men in other yards on the Superintendent's district, ranking according to seniority from the time of entering the service as yardmen. When a new yard is created yardmen on the Superintendent's district will be given preference to the positions in that yard, in accordance with seniority in their respective classes.

Rule L.—A yard crew shall consist of not less than one foreman and two yardmen, except following yards, where crew will consist of not less than foreman and one yardman: Megantic (during summer season), Quebec (during winter season), Three Rivers, Chalk River, Muskoka, Cartier, Chapleau, White River, Schreiber, Woodstock, N.B., St. Stephen (during winter season), Brownville Junction (during summer season), Owen Sound, (during winter season) Goderich, Orangeville. Winter season covers period November 1 to April 15. Summer season covers period April 15 to November 1.

Rule M.—This schedule of rates and rules for yardmen will continue in effect until terminated by thirty days' notice in writing.

For yardmen:

A. McGOVERN.

Approved:

J. W. LEONARD,
General Manager.

Examples.

Articles B and C.—Turn around runs, each trip 80 miles or under, but minimum daily mileage not exceeded.

Crews, eight hours or less in actual service.

Elapsed time from coming on duty to release at énd of day, twelve hours or under.

Calendar working days, 26.

26 at $4.20	$109.20
Premium	15.80
	$125.00

Crews eight hours or less in actual service.

Elapsed time, thirteen hours.

26 at $4.20	$109.20
1 x 26 x 42 cents	10.92
Premium	4.88
	$125.00

Crews nine hours in actual service. Elapsed time nine hours.

26 at $4.20	$109.20
1 x 26 x 42 cents	10.92
Premium	4.88
	$125.00

Crews nine hours in actual service, eight of which before the expiration of twelve hours. Elapsed time thirteen hours.

26 at $4.20	$109.20
1 x 26 x 42, $10. 92. Used to make minimum	$ 10.92
Premium	4.88
	$125.00

Turn around runs, each trip exceeding 80 miles, say 85:—

170 x 2.68 cents x 26	$118.45
Premium	6.55
	$125.00

If overtime (on speed basis of 20 miles per hour) is earned on any single trip, such overtime to the extent of $6.55

goes towards making up minimum; additional overtime, if any, is added to the $125.

Exceptions to B. and C.—Crews on run will be paid for the actual mileage made during month (same principle as at present) at the new rate, and will be allowed overtime made on any single trip on speed basis of 20 miles per hour, but monthly earnings will not be less than monthly minimum rate, provided they do not lay off of their own accord.

Article E.—For instance, Toronto-Hamilton run:—

The running of the crews on this run may be changed to avoid paying excessive overtime; the Company to say where and when the day's work starts, but the number of crews paid must remain as now, and each man receive not less than the minimum monthly rate, provided of course he does not lay off of his own accord.

Article H.—On turn-around runs, crew will be paid time at 10 miles per hour, or mileage made, whichever amounts to the most, from time reporting for duty until relieved from duty at starting point, but the Company may elect instead to pay not less than 100 miles for each single trip.

Article I.—A crew earning equivalent to 125 miles on Monday, and through stress of weather, or otherwise, are not turned out for Tuesday, will be allowed 100 miles for Tuesday.

Rule 2.—Clause 1. The allowance for any one day must not be less than equivalent to 100 miles at through freight rates.

Clause 2. Mixed train crews handling way freight on branches exceeding 100 miles in length will be governed by rule ten.

Clause 3. A passenger train running from, say, Teeswater to Toronto, picks up freight cars at Cataract, and sets them out at West Toronto, will be paid passenger rates for the mileage Teeswater to Cataract, and West Toronto to Toronto, and through freight rates for mileage Cataract to West Toronto.

A mixed train is a time-table train composed of freight cars, passenger coach or coaches and a baggage or a combination car, and does not include a freight train with only a passenger car attached.

Rule 6.—If from the shovel to the drop is 40 miles, and, say, three trips are made and actual running time not exceed twelve hours, and in addition one hour was used in loading, and one hour in unloading, crews would be entitled to 120 miles at through freight rate and 20 miles additional *pro rata.*

If from the shovel to the drop is less than 40 miles, crews will be paid equivalent to 10 miles per hour from time reporting for duty until laid up.

Rule 7.—A crew runs 40 miles to a wreck, works two hours at the wreck, and then returns to starting point, will only be entitled to 100 miles if all done inside of ten hours, but if worked four hours at wreck would be entitled to 120 miles for the combined service.

Rule 10.—*Examples of Combination.*—(Picking up or setting off cars at two stations, and making five switches *en route.*)

(Handling way freight at two stations, and making five switches.)

(Handling way freight at three stations, and picking up or setting off cars at four stations.)

Rule 12.—Crew comes on duty at 6.00 A.M., runs, say, 28 miles to turn-around point, switches four hours, and returns to original point, and is relieved from duty at 4.00 P.M., has earned:

Mileage	56 miles.
Switching	40 "

and will be paid for 100 miles. If on same run, the time occupied in switching was six hours, the crew has earned:—

Mileage	56 miles.
Switching	60 "
	or 116 "

If one single trip was 82 miles, and it were made in less than eight hours and twelve minutes, the Company would be entitled to receive service before starting or after arrival of train, equivalent to 18 miles, or one hour and forty-eight minutes, if run occupied ten hours or more their day's work is completed on arrival.

Rule 15.—Passenger men on flat rate would be paid overtime for handling drafts between Glen and Windsor streets, but in case of runs like the Perth local, these men would not receive pay for the

service unless time was taken in excess of equivalent to 17 miles for the conductor, 37 miles for the baggageman, and 30 miles for the brakeman, in which case they would be allowed the difference between these figures and the equivalent of actual time used.

If a crew is not relieved from duty in connection with the train on which he arrives within thirty minutes after the arrival of such train within yard limits, the rule becomes operative, and will apply from the time train arrived within such yard limits.

Article 16.—A crew running from Smith's Falls to Outremont *via* South Switch, (Sortin) setting out part of train at Sortin, would be paid actual mileage, Smith's Falls to Outremont (*via* Sortin), but if required on arrival at Outremont to take his train or part thereof to Hochelaga, he would be paid in addition, mileage or time, Outremont to Hochelaga and return.

Or, a crew called at West Toronto, to go to Simcoe street for a train destined London, would be paid for time or mileage West Toronto to Simcoe street and return, and straight time or mileage, West Toronto to London.

Or, for instance, a train leaving Fort William, picking up cars placed on adjacent side tracks at Port Arthur, would not be paid, but if required to switch out cars in order to get them together to take into train, they would be paid for time so occupied.

Mixed train runs:—

4 single trips, each 28 miles.	112	miles.
Elapsed time, 12 hrs. 20 mins.		"
Allowance for day, 12¾ at 10 .	123	"
2 single trips, each 50 miles...	100	"
Elapsed time, 9 hours, 30 minutes, at 10.....	95	"
Allowance for day.....	100	"
2 single trips, each 65 miles..	130	"
Elapsed time, 13 hours, at 10.	130	"
Allowance for day.....	130	"
If train reaches final destination for the day, say, one hour late, then the allowance for the day would be 14 at 10.....	140	"

Example Rule 38.—Under this rule regularly set up crews running only a part of a month, will be paid for such mileage at the rate of 100 miles for each working day.

Rest booked will not be considered as a lay-off.

July 21, 1910.

W. S. STOUT, ESQ.,
President and General Manager,
Dominion Express Company,
Toronto, Ont.

Dear Sir,—

In making settlement with the Trainmens' Committee to-day it was understood in connection with trainmen handling express in addition to their other duties on trains on which no messenger was employed that the Chairman of the conductors and of the trainmen would meet you, and endeavour to come to an arrangement for compensation for such service. In the event of failure to agree with you the matter was then to be referred to the Vice-President, as sole arbitrator.

Yours truly,

J. W. LEONARD.

July 21, 1910.

GENERAL SUPERINTENDENT,—

Dear Sir,—

In connection with new schedule for trainmen. While this is dated to take effect May 1, it is understood that the rules governing overtime contained therein do not become effective until July 1, and in order to avoid the necessity of going over the pay-rolls and each individual trip ticket covering the months of May and June, these pay-rolls having been already made up and paid, employés in train and yard service on July 1, will receive in addition with their July pay, the following percentages of the money drawn by them for the months of May and June, as compensation for the back time prior to July 1, under the new schedule:—

Passenger trainmen.....	10	per cent.
Through freight and mixed trainmen	17	" "
Way freight trainmen....	13	" "
Yardmen.....	25	" "

Yours truly,

J. W. LEONARD.

Effective July 1, Switchmen.

AGREEMENT BETWEEN THE TORONTO, HAMILTON AND BUFFALO RAILWAY COMPANY AND EMPLOYÉS IN TRAIN AND YARD SERVICES.

THE following is the text of an agreement effected between the Toronto, Hamilton & Buffalo Raiway Company, and its employés in train and yard services. The agreement, as stated in a previous article of the present issue, was arrived at by negotiations between the parties, and is understood to correspond closely to the terms of an agreement between the Canadian Pacific Railway Company and its employés in train and yard services, which appears elsewhere in the present issue of the *Labour Gazette*. The adjustment was effected as a result of proceedings before a Board of Conciliation and Investigation established under the Industrial Disputes Investigation Act, 1907.

The following schedule of wages of conductors and trainmen is agreed upon in conference ending June 29, 1910:—

Section A.

1. The compensation for train crews in the regular passenger service between Hamilton and Buffalo shall be as follows, these rates cover the mileage required under the present assignment:

Conductors	$125.00	per month.
Baggagemen	75.00	"
Brakemen	70.00	"

Overtime will be allowed for the time actually on duty or held for duty in excess of eight hours (computed on each run from the time required to report for duty to the end of that run), within twelve consecutive hours, and also for all time in excess of twelve consecutive hours computed continuously from the time first required to report to final release at the end of last run.

2. The compensation for train crews in the regular passenger service between Hamilton and Waterford shall be as follows: These rates cover the mileage and hours required under the present time table (No. 41):

Conductors	$115.00	per month.
Baggagemen	71.50	"
Brakemen	66.30	"

Overtime will be allowed when the arrival at the end of the last trip for the day is more than thirty minutes late, such overtime to be in accordance with article three, and to be computed from the scheduled time of arrival. In determining the compensation for a broken month in this service, the monthly rate will be divided by the number of days the crew is expected to work. This crew and the men relieving them will be paid at this daily rate for each day in service, except that a regular man performing part of a day's work will be paid only for such part of a day, and it is understood that regular crews must arrange lay-off in such a way as not to necessitate relief for part of a day.

3. Overtime in passenger service shall be paid at the following rates, computed as elsewhere provided:

Conductors	42	cents per hour.
Baggagemen	25	" "
Brakemen	24	" "

4. The Company agrees not to make reductions in crews or increases in mileage in passenger train service for the purpose of offsetting the increases of wages herein provided for. This, however, shall not be understood as preventing adjustment of runs for the purpose of avoiding payment of excess mileage or overtime that would accrue under these rules without reducing the number of crews.

5. The following rates per mile will be paid for through freight service:

Conductors	3.63	cents per mile.
Brakeman	2.42	" "

Special passenger trains, work trains, snow plows, construction trains, wrecking trains, circus trains, will be paid at through freight rates.

6. The following rates per day will be paid for way freight service:

Conductors	$3.97½
Brakemen	2.70

Mileage in excess of 100 miles in any day shall be paid for in addition, *pro rata*.

7. In all freight, work, construction,

wrecking, circus, and mixed train service, unless otherwise specified, 100 miles or less, ten hours or less shall constitute a day's work. On runs of 100 miles or less overtime shall be paid for time in excess of ten hours. On runs of 100 miles or over, overtime shall be paid for the time in excess of the time necessary to complete the trip at an average speed of 10 miles per hour. The working time shall begin at the time men are required to report for duty and do so report, and shall continue until they are released from duty at the end of the run. Overtime shall be computed for each employé on basis of actual time worked or held for duty, and to be paid for at the rate of 10 miles per hour for the class of service performed.

8. Conductors and trainmen deadheading under orders will receive full time. Class of train for which they are deadheading will determine the pay which they will receive for such deadheading. It is to be understood that no more pay will be received for a deadhead than would be received for running a train or braking on same for the same distance, and that conductors and trainmen running light with engine or with engine and caboose, shall be paid through freight rates. Examples: A trainman is sent deadhead from Hamilton to Welland for the purpose of returning in service on a passenger train. The allowance would not exceed what would be allowed for a trip in service Hamilton to Welland and return.

A trainman runs deadhead Hamilton to Brantford, and Brantford to Waterford and Waterford to Hamilton in service on passenger trains, the allowance would be at passenger rates for the round trip, Hamilton to Waterford and return.

9. The following rates per hour will be paid yardmen at Aberdeen, Hamilton, Kinnear and Brantford:

Day conductor	36	cents per hour.
Night conductor	38	" "
Day brakeman	33	" "
Night brakeman	35	" "

on basis of ten hours or less for a day's work. Overtime computed for each employé on the basis of actual overtime worked or held for duty *pro rata*.

Section B.

(*Applying to train service.*)

1. Trainmen assigned to regular passenger service will not be required to do work other than their regular service on assigned runs when other competent crews are available.

2. In cases where crews are assigned to runs a portion of which is passenger and the balance mixed or freight, through freight mileage rates will apply for the entire service.

3. When through freight trains are required to stop at three or more stations to do way freight work, either loading or unloading freight, picking up or setting off cars, or station switching, way freight rates will be allowed for the round trip. This provision does not have application to setting off cars on account of crippled condition, setting off cars to lighten train, or other work incidental to through freight service. One stop to pick up cars so set off to fill out train tonnage will not count. Subsequent stops for the same purpose will count as stops to handle local cars.

In making this allowance no account will be taken of stations at which any allowance is made under rule sixteen.

4. Freight trainmen running passenger trains will be paid through freight rates except when relieving regular passenger trainmen, in which case they will be paid the regular rates of the men relieved.

5. Compensation for turn-around runs in way freight and through freight service, Hamilton to Welland or Waterford and return to Hamilton, is to be the actual mileage with overtime on the basis of 10 miles per hour for the time engaged between Hamilton and Welland or between Hamilton and Waterford in both directions. Compensation for the time at Welland or Waterford shall be allowed at through freight rates, 10 miles per hour. When the total compensation for the trip is less than 100 miles, 100 miles and overtime shall be allowed.

Compensation for turn-around runs in through freight, Hamilton to Brantford and return, shall be paid in the same way as above, except that the allowances

for time occupied at Brantford shall be paid for at yard rates.

In other service not otherwise provided for, the actual earnings while continuously employed shall be added for the total and not less than 100 miles' pay shall be allowed for the day's work. Where service is performed in different grades, overtime shall be separately computed for the work in each grade. Examples: Crew goes on duty at Hamilton 2.00 A.M., arrives at Welland 4.00 A.M., switches at Welland until 9.00 A.M., and is relieved at Hamilton 11.00 A.M. Compensation, 80 miles and five hours at miles per hour, total 130 miles.

Crew goes on duty at Hamilton 2.00 A.M., arrives at Welland 4.00 A.M., switches in Welland until 9.00 a.m., is relieved at Hamilton at 5 p.m. Allowance, 80 miles and two hours or 20 miles overtime, five hours or 50 miles switching, total allowance, 150 miles.

6. A separate allowance of 10 miles with overtime after one hour will be allowed for a trip from Chantler Junction to Ridgeville and return.

7. When unassigned crews are held at other than their home terminals longer than eighteen hours, without being called for duty, they will be paid schedule through freight rates for each hour thereafter, time to be computed from the time crews go off duty until one hour before the departure of the train on which they resume duty. When men book rest of their own accord, the time booked will not be included.

8. Trainmen delayed two hours or more at terminals before starting on a trip will be paid for all time delayed at schedule rates for class of train, time to be computed from the time when men are required to report for duty and do so report, until thirty minutes prior to the actual departure of the train. Overtime will then be computed from thirty minutes prior to the actual departure of the train.

9. Trainmen called for duty and not required, will be paid through freight rates with a minimum of 30 miles, and will stand first out. Trainmen held for duty and not used will be paid for all time or mileage lost.

10. For train service performed between one yard and another at Hamilton, trainmen will be paid yard rates per hour for the time occupied and the minimum shall be one hour.

The application of this article is limited to the movement of rush cars within the terminals after arrival of the crew at Hamilton.

11. Unassigned through freight crews will be run first in first out at Hamilton. When such a crew is run around they will be paid for the time which elapses between the time when they should have gotten out and the time when they do get out and will hold their turn. No such allowance shall exceed one day's pay.

12. Time or mileage made in doubling or assisting other trains will be paid for at schedule rates for class of train and such time will be deducted when computing overtime.

Example: If a trip is 80 miles and is made in seven hours, of which two hours were used in helping another train the allowance is 80 miles and two hours, or 100 miles. If a trip is 80 miles and the time used is ten hours, of which one hour was used in helping another train, the allowance is 80 miles and two hours, or 100 miles.

13. Trainmen acting as pilots will be paid conductor's through freight rate. Trainmen will not be required to pilot engineers if engineers are available.

14. Crews engaged in work train service will be paid for not less than ten hours at through freight rates for each calendar working day; the time to be computed from the time crew is required to be on duty until laid up at the end of a day's work. When a crew runs 46 miles or more to or from the point of loading or unloading they will be paid time or mileage, whichever amounts to the most, in addition to the time occupied in loading or unloading.

15. Unless senior conductors desire otherwise, junior conductors will be assigned to work train service.

16. Trainmen on wrecking trains will be paid mileage to and from the working point, and work train rates per mile while at work, not less than 100 miles to be allowed for combined service.

17. Trainmen will be paid for switching or work or wreck train service en route when the time occupied at such work exceeds one hour and the time so paid for will not be included in computing overtime.

18. Trainmen in through freight service will be paid not less than the equivalent of 2,600 miles at through freight rates in any one month. This will not apply to spare men. When necessary to reduce the number of crews it will be done in the order of seniority, commencing with the junior men. This will not prevent crews from making as many miles as they are consistently able to make, provided they take the proper rest. The spare brakemen's list will be so regulated that the men can make reasonable average monthly pay.

19. Trainmen assigned to regular runs will not be considered absent from duty after arrival at terminals, but if called for service will be given their turn out with unassigned crews.

20. If a man is taken from his work to attend court or other business for the Company, he will be paid time lost and necessary expenses.

21. When for any reason the time claimed on time slip is not allowed, or if the time slips are not made out correctly, they will be promptly returned and the reason given therefor.

22. Trainmen will not be required to ride on snow plows or flangers, and crew will be supplied with a suitable car properly equipped.

23. Trainmen will be allowed 25 cents per ton and not less than 4 tons for shovelling coals on to tenders.

24. Trainmen who have been on duty twelve hours or more will be given such rest as they feel they require, if they book rest on arrival. Less than six hours rest will not be booked at any terminal.

25. A seniority list will be posted in January and June of each year. These lists will be posted on the bulletin boards in the telegraph office at James street, Aberdeen and Brantford. Any employé who considers that his standing is incorrectly shown must protest in writing within thirty days or no action will be taken, but due allowance may be made for an employé who is off duty during the thirty days following the posting of the list.

26. In case a man is relieved from duty for any violation of the Company's rules, he shall be entitled to a fair and impartial hearing before the proper officer within a reasonable time, not exceeding ten days, and may have such witnesses as he desires, and will be informed if he be guilty or not, and if guilty in what respect. If found blameless he will be paid for all time lost. Any appeal from the decision must be handed in at once and no allowance will be made for time lost between the date of such decision and the date on which appeal for re-hearing is made.

27. When a trainman is discharged or resigns, a certificate stating time of service, and in what capacity he was employed will be promptly furnished on application.

28. The Railway Company will pay one-half the cost of uniforms not exceeding two suits for any man in a year, if the order for the clothing is submitted to the trainmaster and approved by him.

29. This schedule of rates and rules for trainmen will take effect April 1, 1910, except as to overtime, which takes effect June 1, 1910, and continue in effect until terminated by sixty days' notice in writing from the employer or the employés.

Section C.

(*Applying to Yard Service.*)

1. Yardmen deadheading on freight or passenger trains will be paid for such service at full rates for the class in which they are regularly engaged.

2. Where conditions will permit, the established time for regular day and night yardmen to start work shall be 7 A.M. and 7 P.M. respectively. Engines started at other times than between 6 A.M. and 8 A.M., will be paid night rates. This, however, does not mean that a crew which starts later than 8 A.M. shall receive night rates unless the day's work runs into the night. For example: Crew called for 9 A.M. will receive day rates if their relief is called for 7 P.M., even if the day crew may be late in reaching the change-off point. A crew starting after

8 A.M., and notified to work until 7 P.M. will be paid at day rates.

3. Yardmen working between Vinemount and Summit will be paid yard rates. This includes belt line and Dundas crews.

4. Regular yardmen or brakemen required to act as switchmen or switch-tenders will be paid yard rates.

The switchmen employed to facilitate movement of trains and engines between James street station and Garth street, will be paid $104.00 per month, and will be allowed overtime at yard rates for such time as they are held on duty after the expiration of thirteen hours from the time they report for work.

5. Unassigned yardmen called for duty and not used will be paid for three hours and stand first out.

6. The compensation of yardmen in regularly assigned yard service shall not be less in any month than the number of calendar working days in the month. Overtime will not be included in making up this aggregate amount. This provision will not apply to spare yard men.

7. Yardmen will be allowed one hour for meals when practicable, and in all cases at least thirty minutes between 11.30 and 1.30. When not allowed the full hour they will receive one hour's pay for the meal hour. Yardmen will not be required to work longer than six hours without being allowed thirty minutes for lunch.

8. Yardmen will be allowed such rest as they feel that they need before being required to accept a second assignment.

9. If a man is taken from his work to attend court or on other business for the Company, he will be paid time lost and necessary expenses.

10. Men assigned to regular yard crews will not be assigned to other service until after the completion of a day's work if other men are available.

11. Yardmen will not be required to work with engines not properly equipped with automatic couplers, grab irons, and will not be required to work longer than one day with engines not equipped with foot boards, nor with engines from which the steam is leaking so that it interferes with hand signals.

12. When for any reason the time claimed on time slip is not allowed, or if the time slips are not made out correctly, they will be promptly returned and the reason given therefor.

13. A seniority list will be posted in Aberdeen in January and June of each year. An employé who considers that his standing is incorrectly shown must enter protest in writing within thirty days. Otherwise no action will be taken, but reasonable allowance may be made for an employé who is out of service within the thirty days following the posting of the list.

14. In case a man is relieved from duty for any violation of the Company's rules, he shall be entitled to a fair and impartial hearing before the proper officer within a reasonable time, not exceeding ten days, and may have such witnesses as he desires, and will be informed if he be guilty or not, and if guilty, in what respect. If found blameless he will be paid for all time lost.

15. When a yardman is discharged or resigns, a certificate stating time of service and in what capacity he was employed will be promptly furnished on application.

16. This schedule of rates and rules for yard service will take effect April 1, 1910, except as to overtime, which takes effect June 1, 1910, and continue in effect until terminated on sixty days' notice in writing from either party.

(*Signed*) J. E. OLDFIELD,
For Conductors.

JOHN R. CAMERON,
For Trainmen and Yardmen.

Authorized June 29, 1910.

H. H. ADAMS,
General Superintendent.

AGREEMENT BETWEEN THE WABASH RAILROAD COMPANY AND EMPLOYÉS IN TRAIN AND YARD SERVICE IN CANADA.

ON the same day that a strike was declared of the Grand Trunk Railway employés in train and yard service, namely July 18, a strike occurred also of the trainmen employed by the Wabash Railroad Company in Canada, for the purpose of enforcing a demand for increased wage rates and improved conditions of employment, corresponding to the standard rates and rules on other railroads in the eastern territory. The strike in question continued for a period of four days, and was understood to have affected seventy conductors, 140 brakemen and baggagemen, and forty yardmen, a total of 250 employés. On July 22, an agreement was signed between Mr. S. E. Cotter, General Superintendent of the Wabash Railroad Company, and Messrs. S. N. Berry and E. P. Curtis, Vice-Presidents of the Order of Railroad Conductors, and Mr. T. M. Dodge, Assistant President of the Brotherhood of Railway Trainmen, as a result of which the strike of employés of the Wabash Railroad Company, in train service, in Canada, was at once declared off. The agreement was in the following terms:—

July 22, 1910.

COPY.

Memorandum of Agreement between the Wabash Railroad Company, S. B. Cotter, General Superintendent; and Mr. Berry and Mr. Curtis, representing the Order of Railway Conductors; and T. R. Dodge, representing the Brotherhood of Railway Trainmen.

It is understood:—

1. The Wabash Railroad Company is willing to give its employés running between Detroit and Buffalo, representation on Wabash System general committees, subject only to the limitations of operating contract with Grand Trunk Railway Company, provided they want such representation, and it further agrees to take up at once the subject of revision of wages scale.

2. The Wabash Railroad Company will not require its employés to perform any service that they have not heretofore performed in the handling of Wabash traffic, that is to say, they will not be required to handle any Grand Trunk Railway Company work, or Grand Trunk Railway Company traffic. It is understood that the Wabash Railroad Company crews will not be required to handle joint local freight trains pending settlement of the controversy between the Grand Trunk Railway Company and the Organizations.

3. The Wabash Railroad Company agrees to restore all of its former employés without prejudice, to the runs held by them at the time they left the service, July 18, 1910.

4. The Organizations agree that as soon as the men can be reached, to instruct them to resume duty, and to remain in service pending negotiations with the Wabash Railroad Company committee.

(*Signed*) S. E. Cotter,
General Superintendent,
Wabash Railroad Company.

(*Signed*) S. N. Berry,
Vice-President,
Order Railroad Conductors.

(*Signed*) E. P. Curtis,
Vice-President,
Order Railroad Conductors.

(*Signed*) T. R. Dodge,
Assistant President,
Brotherhood of Railway Trainmen.

AGREEMENT BETWEEN THE MICHIGAN CENTRAL RAILROAD COMPANY AND EMPLOYÉS IN TRAIN AND YARD SERVICE.

AT the time that a demand was made upon the principal railways in the Eastern States, and in Eastern Canada, for the adoption of standard rates of pay and rules to govern the employment of men engaged in train and yard services, an agreement was reached, on April 22, between Mr. C. E. Schaff, Vice-President of the Michigan Central Railroad Company, and Messrs. A. B. Garretson, President of the Order of Railroad Conductors, and W. G. Lee, President of the Brotherhood of Railway Trainmen, by which the determination of the rates of pay and conditions of employment of all passenger and freight conductors, train baggagemen, passenger trainmen, freight conductors, train baggagemen, passenger trainmen, freight brakemen and flagmen, yard conductors and yard brakemen, in certain yards, and also conductors and trainmen in mixed train, mine run, and pusher or helper service, &c., in the employ of the Michigan Central Railroad Company, was submitted to a board of arbitrators, composed of Messrs. E. E. Clark and P. H. Morrissey, with an understanding that the award should be effective as of April 1, 1910.

As the award of the Board of Arbitrators in question applied to a considerable number of the employés of this Company in the Province of Ontario, the award is published herewith, as delivered in Washington, D.C., under date of May 14, last:

MICHIGAN CENTRAL RAILROAD COMPANY.

Decision of Arbitrators.

Decision of Arbitrators governing rates of pay and certain conditions of employment of passenger and freight conductors, train baggagemen, passenger trainmen, freight brakemen, and flagmen, yard conductors and yard brakemen in certain yards, and also conductors and trainmen in mixed train, mine run and pusher or helper service, &c., in the employ of the Michigan Central Railroad Company.

Under an agreement made April 22, 1910, between Mr. C. E. Schaff, Vice-President of the Michigan Central Railroad Company, and Mr. A. B. Garretson, President of the Order of Railroad Conductors, and Mr. W. G. Lee, President of the Brotherhood of Railroad trainmen, the determination of the rates of pay and certain conditions of employment of the above named classes of employés of the Michigan Central Railroad Company was submitted to the undersigned arbitrators, with an agreement that the award should be effective as of April 1, 1910.

The scope of the arbitration was stipulated to be between the schedule of pay in effect January 1, 1910, and proposals of the employés hereinafter stated and discussed *seriatim*.

After presentation of proposal from the employés, conferences between officials of the Company and representatives of the employés were held, in which it was conceded by the officers of the Company that some increases in pay should be made, and increases less than those requested by the men were offered.

Under this agreement for arbitration, we have just handed down an award affecting the same classes of employés in the employ of the Lake Shore & Michigan Southern Railway Company, and we have discussed briefly therein the history of the movement leading up to this arbitration, and have quoted from our recent award as arbitrators of questions affecting the same classes of employés in the service of the New York Central and Boston & Albany Railroad Companies which discussion and quotations we will not here repeat.

On account of the local conditions on the Micihgan Central Railroad, which we think fully justify such action, we specify herein certain exceptions from the standards awarded.

Proposed by Employés.

Article A.—On runs of 155 miles per day or over, the pay of passenger con-

ductors on steam or electric trains to be 2.75 cents (2¾ cents) per mile; baggagemen, 1.75 cents (1¾ cents) per mile; flagmen and brakemen, 1.65 cents (1-651-100 cents) per mile.

It is adjudged and awarded that in all passenger train service, not otherwise specified herein, the standard rates of pay shall be:—

Conductors	2.68 cents per mile
Baggagemen	1.55 cents per mile.
Brakemen	1.50 cents per mile.

Exceptions:—

(*a*) On the Battle Creek-Goshen run, passenger conductors, baggagemen and brakemen shall be paid the following rates per day for each day used, which are the rates awarded to the Lake Shore Railroad Company men, on this joint run:—

Conductors	$4.20 per day.
Baggagemen	2.75 per day.
Brakemen	2.55 per day.

(*b*) On the following short main-line and branch passenger runs: Joliet, South Haven, Air Line and South Bend, Benton Harbor and St. Joseph, East Division trains 25 and 26, Welland and Niagara Falls, S.B. & N.W. Division, men shall be paid the following rates for the calendar working days of the month:—

Conductors	$115 per month.
Baggagemen	70 per month.
Brakemen	65 per month.

Present rate of $66.60 per month for brakemen on Benton Harbor and St. Joseph runs to be continued.

On S.B. & N.W. Division conductors and brakemen shall be paid at rates of 36.3 cents, and 24.2 cents per hour, respectively, for actual time used in switching at Pinconning and Gladwyn.

(*c*) On the following passenger train runs: Bridge Division, St. Clair Division, Niagara Division, Michigan Midland Division, men shall be paid the following rates for the calendar working days of the month:—

Conductors	$100 per month.
Baggagemen	65 per month.
Brakemen	60 per month.

On the Niagara Division run, if men make three round trips in one day they shall be paid one and one-half pay days.

(*d*) On the North Midland Division, passenger men shall be paid the following rates:—

Conductors	$100 per month.
Baggageman	67.75 per month.
Brakeman	60 per month.

and shall be paid at rates of 36.3 cents, and 24.2 cents per hour for conductors and trainmen, respectively, for actual time used in switching at Midland, and shall be allowed one day off each week, exclusive of Sundays.

(*e*) On the Caro branch, the following rates shall be paid:—

Conductors	$100 per month.
Baggageman	65 per month.
Brakeman	60 per month.

with one day off each week, exclusive of Sundays.

(*f*) On the London Division men shall be paid following rates for the calendar working days of the month:—

Conductors	$100 per month.
Baggageman	65 per month.
Brakeman	60 per month.

and shall be paid at the rate of 36.3cents, and 24.2 cents per hour, respectively, for conductors and trainmen, for actual time used in switching at London.

(*g*) On trains 156, 157, 158, 159 and 160, on Mackinaw Division, four crews, men shall be paid following rates for the calendar working month:—

Conductors	$125 per month.
Baggagemen	75 per month.
Brakemen	70 per month.

(*h*) On Welland and Niagara Falls mixed train run, men shall be paid the following rates for the calendar month:—

Conductor	$115 per month.
Baggageman	75 per month.

Overtime allowances on all of the above excepted runs are left to negotiations between officers of the Company and committees of employés.

Proposed by Employés.

Article B.—On runs of less than 155 miles per day the pay of passenger conductors on steam or electric trains to be $4.25 per day; baggagemen, $2.75 per day; flagmen and brakemen, $2.55 per day.

It is adjudged and awarded that in all

passenger train service, except on runs named in the exceptions to Article A, regularly assigned employés who are ready for service the entire month, and who do not lay off of their own accord, shall receive the following minimum sums, exclusive of overtime, for the calendar month:—

Conductors	$125
Baggagemen	75
Brakemen	70

Article C.—Ten hours or less, 155 miles or less, will constitute a day's work in passenger service. All over ten hours to be paid for as overtime, and be computed from the time men are required to report for duty and to continue until they are relieved from duty, at the end of run, and will be paid for at the following rates: Conductors, 42 cents, baggagemen, 27 cents, flagmen, and brakemen 25 cents per hour. Less than thirty minutes not to be counted, thirty minutes or over to be paid for as one hour.

All regularly assigned passenger crews will be guaranteed not less than 155 miles per day for the calendar working days of the month.

It is adjudged and awarded that, except as otherwise specified herein, passenger train employés on short turn-around runs, no single trip of which exceeds 80 miles, shall be paid overtime for all time actually on duty or held for duty in excess of eight hours (computed on each run from the time required to report for duty, to end of that run) within twelve consecutive hours; and also for all time in excess of twelve consecutive hours computed continuously from time first required to report to final release at end of last run. All other passenger train employés shall be paid for overtime on the basis of 20 miles per hour, computed from the time required to report for duty, until released, and separately for each part of a round-trip run.

Overtime in passenger train service shall be computed for each employé on the basis of actual overtime worked or held for duty, and at the following rates:—

Conductors	42 cents per hour.
Baggagemen	25 cents per hour.
Brakemen	24 cents per hour.

Exception.—The award of overtime on short turn-around passenger runs, no single trip of which exceeds 80 miles, inaugurates a new basis for overtime on such runs, and it is deemed advisable and fair to make that particular part of this award effective June 1, 1910, until which date the present method of computing overtime on such runs will be continued in connection with the hourly rates above stated.

Proposed by Employés.

Article D.—Milk trains will be given the same rate of pay which applies to the branch of service in which they are classed on any line November 1, 1909. If not classed in either freight or passenger service, not a lesser rate of increase will be given than is given in freight service.

We find no provision for milk train runs in Michigan Central Railroad Company pay schedule.

Proposed by Employés.

Article E.—Reductions in crews or increases of mileage in passenger service, from assignments in effect November 1, 1909, will not be made for the purpose of offsetting these increases in wages.

It is adjudged and awarded that reductions in crews or increases of mileage in passenger train service shall not be made for the purpose of offsetting these increases in wages. This, however, is not to be understood as preventing readjustment of runs in short turn-around service that are paid under minimum rules, for the purpose of avoiding payment of excess mileage or overtime that would accrue under these rules, without reducing the number of crews.

Proposed by Employés.

Article F.—Through and irregular freight service to be paid as follows: Conductors, 3.8 cents (3–8-10 cents) per mile; flagmen, 2.63 cents (2-63-100 cents) per mile; brakemen, 2.53 cents (2-53-100 cents) per mile; runs of 100 miles or less, either straight-away or turn-around, to be paid for as 100 miles.

It is adjudged and awarded that in through freight train service the standard rates of pay shall be:—

Conductors.....3.63 cents per mile.
Brakemen.....2.42 cents per mile.

Runs of less than 100 miles shall be paid as 100 miles; but the representatives of the Company and of the employés may agree upon certain instances in which an individual employé or a crew, not having made 100 miles, may make two or more short runs, in continuous service, without being entitled to 100 miles allowance for each such trip.

Exceptions:—

(*a*) On through freight runs between Detroit and Jackson, 100 miles shall be allowed in each direction. In consideration of this extra mileage allowance those parts of rules thirty-four and thirty-five, of the pay schedule, of October 1, 1909, which refer to the East Division, are hereby eliminated.

(*b*) Through freight runs on the West and Joliet Divisions shall be paid as follows:—

Trips between Michigan City and Chappell shall be allowed a minimum of 100 miles in either direction.

A crew leaving Michigan City, Kensington or Chicago, and going into Union Stock Yards district shall be allowed a minimum of 100 miles.

Straight-away trips between Michigan City and Kensington, or Michigan City and Chicago, shall be allowed 75 miles in either direction, and overtime after seven and a half hours.

A trip from Kensington to Chicago, direct, and thence to Michigan City shall, be paid a minimum of 100 miles.

In consideration of these extra mileage allowances, that part of rule forty-seven of the pay schedule which provides for pay on hourly basis for all freight work done between Kensington and Chicago, and Chappell in Union Stock Yards district, is eliminated. That part of rule forty-seven which provides that road crews called for switching service in Union Stock Yards district shall be paid therefor at same rates paid men regularly employed in that service, is continued.

(*c*) Through freight runs between Michigan City and Joliet shall be turn-around runs with Michigan City as home terminal. A crew released at Joliet shall be paid a minimum of 100 miles in each direction. Crews shall not be run around each other at Joliet. Crews shall be notified on or before arrival at Joliet if they are to be released.

(*d*) On through freight runs between Detroit and Toledo, conductors shall be paid $2.20, and brakemen, $1.54 per trip, in either direction, and overtime for all time used in excess of 5.2 hours on any single trip, at 42 cents per hour for conductors, and 30 cents per hour for brakemen.

(*e*) On the Mackinaw Division the present rates of pay for conductors and brakemen in through freight service, *to wit*: Conductors, 3.95 cents, and brakemen, 2.77 cents per mile, shall be continued, with overtime at 36.3 cents per hour for conductors, and 24.2 cents per hour for brakemen.

(*f*) The present rates of pay and allowances of overtime on through freight runs between Bay City and Grayling, *to wit*: Conductors, $3.64, and brakemen, $2.55 per trip, with overtime after 9.2 hours; and between Grayling and Mackinaw, conductors, $3.55, and brakemen, $2.49 per trip, with overtime after nine hours, are hereby continued, with overtime at 36.3 cents per hour for conductors, and 24.2 cents per hour for brakemen.

(*g*) The present trip rates, conductors, $4.20, and brakemen, $2.94, between Jackson and Bay City, or Wenona Yard, and the present rate of pay for brakemen in through freight service on the Saginaw Division, *to wit*: 2.50 cents per mile, shall be continued.

(*h*) On Toledo Division, road mileage shall begin and end at Junction Avenue, West Detroit, and crews required to take cars to or from points beyond that point shall be paid overtime rates for that service with a minimum of one hour.

(*i*) On Bay City Division, road mileage shall begin and end at North Yards, and crews required to take cars to or from points beyond that point shall be paid overtime for that service, with a minimum of one hour.

The present allowances of 105 miles between Detroit, Bay City or Wenona

Yard, *via* Reese, and 116 miles between Detroit, Bay City or Wenona Yard, *via* Saginaw, shall be continued.

Proposed by Employés.

Article G.—Local or pick-up service to be paid as follows: Conductors, 4.05 cents (4 1-20 cents) per mile; flagmen, 2.8 cents (2 8-10 cents) per mile; brakemen, 2.7 cents (2 7-10 cents) per mile; 100 miles or less to be paid for as 100 miles. Where regularly assigned local crews working less than the calendar working days of the month are employed, they will be guaranteed not less than 100 miles for each calendar working day.

It is adjudged and awarded that, except as otherwise specified herein, men in way freight, local extra and pick-up and drop service shall be paid as follows:—

Conductors	$3.975	per day.
Brakemen	$2.70	per day.

Mileage in excess of 100 miles in any day shall be paid for in addition, *pro rata*.

Exceptions:—

(*a*) On regularly assigned way freight and local extra runs, crews that are ready for service and not used shall be paid for the full calendar working days of the month, and if used on Sundays will be paid extra according to the class of service performed.

(*b*) Train designated in rule forty-six of pay schedule as "Joliet pick-up eastbound" shall be paid a full day at local rates, if run as a single trip; but if run as a part of a Joliet turn-around, provided for under article F shall be allowed 80 miles at local rates, and when so paid 80 miles shall also be paid overtime after eight hours, at hourly rates for locals.

(*c*) The provisions of rule fifty of the pay schedule, applying to , and the allowances therein, for men on the Amherstburg, Petrolia and Leamington Divisions, shall be continued. The minimum monthly rates of pay on those divisions, exclusive of the special allowances, shall be as follows:—

Conductors	$90.00	per month.
Baggagemen on Amherstburg and Petrolia Divisions	65.00	per month.
Baggagemen on Leamington Div.	67.50	per month.
Brakemen	60.00	per month.

The question of overtime on these divisions is left for adjustment between the officers of the company and committees of employés.

The allowance for switching at Courtright shall be continued.

(*d*) On the Allegeny Division way freight conductors will be paid $95, and brakeman $65 for the calendar working days of the month, and overtime at local rates after ten hours.

Proposed by Employés.

Article H.—In all freight service 100 miles or less, ten hours or less, to constitute a day's work; overtime after ten hours. On runs of over 100 miles, overtime will be paid on a basis of speed of 10 miles per hour. The working time of men to begin at time required to report for duty, and to continue until released from duty at end of run. Overtime to be paid for at the rate of 10 miles per hour for class of service performed. Less than thirty minutes not to count, thirty minutes or over to be paid for as one hour.

It is adjudged and awarded that in all freight and mixed train service, not otherwise specified, including mine run, stone and sand run, switching runs, wrecking train, circus train, pusher or helper service, &c., 100 miles or less, or ten hours or less, shall constitute a day's work; that on runs of 100 miles or less, overtime shall be paid in excess of ten hours, and on runs of over 100 miles overtime shall be paid for the time used in excess of the time necessary to complete the trip at an averaage speed of 10 miles per hour. The working time of the men shall begin at the time they are required to report for duty, and do so report, and shall continue until they are relieved from duty at end of run.

Overtime shall be computed for each employé on the basis of actual overtime worked or held for duty, and be paid for at the rate of 10 miles per hour for the class of service performed.

Exceptions:—

(*a*) The present pay schedule provides overtime for men in through freight service on the Middle and Air Line Divisions, after twelve hours, and these allowances are continued for the through runs be-

tween Jackson and Michigan City, because the 10-miles-per-hour basis and new rates would result in reductions in pay on every trip upon which overtime would accrue.

(*b*) On three-crew way freight or local extra runs, overtime shall be paid on the basis of twelve hours at local overtime rates.

Proposed by Employés.

Article I.—Work, construction or wrecking trains to be paid through freight rates; 100 miles or less, ten hours or less, to constitute a day's work; overtime *pro rata*.

It is adjudged and awarded that in work or construction train service, including ballast and filling service, conductors and brakemen shall be paid through freight rates and overtime.

Proposed by Employés.

Article J.—The same increases as given in freight service, to be also given in mixed, mine and all other freight service. In all classes of freight, mixed, helper and other freight service not over ten hours will be required for a day's work. Overtime after ten hours at *pro rata* rates.

It is adjudged and awarded that runs or service, not otherwise specified herein, in local extra, horse train, mixed train, mine run, stone train, sand run, circus train, wreck train, pusher or helper service, &c., shall be continued in the present classifications, and conductors and trainmen employed thereon shall be given the same increases in pay are given to those respective classifications.

Exceptions:—

(*a*) Caro and Ypsilanti crews shall be paid:—

Conductors.....37 cents per hour.
Brakemen.....34 cents per hour.

ten hours or less to constitute a day, overtime *pro rata*. Extra pay if required to work noon hour.

(*b*) The conditions surrounding the Swan Creek coal run render it appropriate and necessary to leave the adjustment of same to the officers of the Company and committees, with the understanding that these men will be accorded increases in pay corresponding to those awarded others in similar service, effective as of April 1, 1910.

(*c*) The provisions of rule forty-four of the pay schedule are hereby continued, except that the rates of pay on trains specified therein as numbers ninety-three and ninety-four shall be the standard main line way freight or local extra rates herein awarded.

Proposed by Employés.

Article K.—The increases herein requested to apply to all rates for special or incidental services, as specified in the individual schedules.

Local conditions necessitate more or less incidental service on certain divisions of the road for which special regulations must be provided, according to the local requirements of the Company and of the men.

It is adjudged and awarded that rules governing such service not provided for herein, shall be arranged between the officers of the Company and representatives of the employés, upon bases consistent and in harmony with the rates and rules herein awarded.

Proposed by Employés.

Article L.—Deadheading in freight or passenger service to be paid for at full rates for the class of service in which regularly engaged. Trainmen running with light engine, or engine and caboose, will be paid full through freight rates.

It is adjudged and awarded that conductors and trainmen deadheading under orders will receive full time. The class of train for which they are deadheading shall determine the pay they will receive for such deadheading, it to be understood that no more pay will be received for a headhead than would be received for running a train or braking on same for the same distance; and that conductors and trainmen running light with engine or with engine and caboose shall be paid through freight rates.

Proposed by Employés.

Article M.—With trains of over thirty cars, exclusive of caboose, the practice of

doubleheading is to be discontinued, except as hereinafter provided. Doubleheaders may be run on any district, when necessary on account of inclement weather, or to avoid running the engine light, or in moving engine to and from shops, provided the rating of the heaviest engine handling train is not exceeded. In case of an accident to any engine, consolidation may be affected with another train, and the consolidated train brought into terminal if practicable.

Following the settlement made on the Baltimore & Ohio, New York, New Haven & Hartford and Boston & Maine systems, and the recent award on the New York Central:—

It is adjudged and awarded that the Michigan Central Railroad Company shall join in arrangements for and in representation at a joint conference for consideration of this subject for all of the roads in the territory.

Proposed by Employés.

Article N.—The Chicago standard rates of pay to govern in all yards; ten hours or less to constitute a day's work. Overtime *pro rata*.

Windsor, Victoria, Montrose, Niagara Falls, St. Thomas:—

It is adjudged and awarded that in the yards east of the Detroit river the rates of pay of yard employés shall be as follows:—

Day Conductors	37	cents	per hour.
Day Brakemen, and so-called riders	34	cents	per hour.
Night Conductors	39	cents	per hour.
Night Brakeman, and so-called riders	36	cents	per hour.

on the basis of ten hours or less for a day's work, overtime, computed for each employé on the basis of actual overtime worked or held for duty, *pro rata*.

Proposed by Employés.

Article O.—Upon roads having a better basis for a day's work or for payment of overtime, or other rates or allowances in passenger, freight, yard, mixed, work train service, or other services, the adoption of the foregoing rates and rules not to operate as a reduction thereof.

Pursuant to provision in agreement for arbitration.

It is adjudged and awarded that neither this award nor any minor adjustment made thereunder shall operate to reduce the compensation now paid for any service under the pay schedule.

Rules six, sixteen, fifty-five fifty-seven and fifty-eight of the pay schedule are continued.

The present pay schedule provides for certain baggage men who also handle express business. Their compensation is paid in part by the Express Company. The conditions of their service and compensation vary on different parts of the road and on different lines. Details of the adjustment of the compensation of this class of employés are hereby left to negotiations between the officers of the Company and committees of employés, with the understanding that they shall be accorded increases in pay proportionate and harmonious with those herein awarded to other baggagemen.

The present pay schedule contains certain rules affecting compensation of employés for special or incidental service, based upon present standards of pay. In so far as such rules are in conflict with or are absorbed by this award, they are abrogated. Aside from such conflict or absorption, those rules, and other rules affecting the service and compensation of these employés, are subject to adjustment between the management and the employés, consistent with the new standard of compensation here awarded.

Proposed by Employés.

Article P.—Application of sixteen-hour law.

It is adjudged and awarded that:—

(*a*) Under the laws limiting the hours on duty, crews in road service shall not be tied up unless it is apparent that the trip cannot be completed within the lawful time; and not then, until after the expiration of fourteen hours on duty, under the Federal law, or within two hours of the time limit provided by State laws, if State laws govern.

(*b*) If road crews are tied up in a less number of hours than provided in the preceding paragraph, they shall not be regarded as having been tied up under the

law, and their services shall be paid for under the pay schedule of the road.

(*c*) When road crews are tied up between terminals, under the law, they shall again be considered on duty and under pay immediately upon the expiration of the minimum legal period off duty applicable to the crew, provided, the longest period of rest required by any member of the crew, either eight or ten hours, shall be the period of rest for the entire crew.

(*d*) A continuous trip shall cover movement straight-away or turn-around from initial point to the destination train is making when required to tie up. If any change is made in the destination, after the crew is released for rest, a new trip shall commence when the crew resumes duty.

(*e*) Road crews tied up under the law, shall be paid the time or mileage of their schedule, from initial point to tie-up point. When such crews resume duty on a continuous trip, they shall be paid miles or hours, whichever is greater, from the tie-up point to the next tie-up point, or to the terminal. This does not permit crews to be run through terminals, unless such practice is permitted under the pay schedule.

(*f*) Road crews tied up for rest under the law, and then deadheaded into terminal, with or without caboose, shall be paid therefor as per paragraph (*e*), the same as if they had run the train to such terminal.

(*g*) Train employés tied up in obedience to law shall not be required to watch or care for engines, or perform other duties while so tied up.

(*h*) Yard employés who are relieved for rest, in compliance with law, shall be permitted to resume work when the lawful rest period is up, and to work ten hours or be paid for ten hours.

(*Signed*) E. E. Clark.
(*Signed*) P. H. Morrissey.
Arbitrators;

Washington, D.C.,
May 14, 1910.

SYNOPSIS OF AGREEMENT BETWEEN THE PERE MARQUETTE RAILROAD COMPANY AND EMPLOYÉS IN TRAIN AND YARD SERVICE.

ONE of the United States railway systems upon which a demand was made during the past spring for the adoption of standard rates of pay and rules governing employés in train and yard service, was the Pere Marquette Railroad Company, which controls and operates also certain lines in Western Ontario. The following was communicated to the Department of Labour as a condensed synopsis of the terms of settlement arrived at between representatives of the train service organizations and officials of the Pere Marquette Railroad in reference to the adoption by that line, of the standard rates of pay contended for:—

PERE MARQUETTE RAILROAD COMPANY
PASSENGER SERVICE.

Article 1.

July 1, 1910, to July 1, 1911:

Conductors, ...0240 cents per mile
Baggagemen. .....0135 cents per mile
Brakemen and flagmen. .....0130 cents per mile.

January 1, 1911, to January 1, 1912:

Conductors. .....0250 cents per mile.
Baggagemen. .....0145 cents per mile.
Brakemen and flagmen. .....0140 cents per mile.

After January 1, 1912:

Conductors. .....0268 cents per mile.
Baggagemen. .....0155 cents per mile.
Brakemen and flagmen. .....0150 cents per mile.

THROUGH FREIGHT SERVICE.

Standard from July 1, 1910, as follows:

Conductors. .....0363 cents per mile.
Brakemen. .....0242 cents per mile.

LOCAL FREIGHT SERVICE.

July 1, 1910, to January 1, 1911:

Conductors	$3.75 per day.
Head Brakemen	2.60 per day.
Rear Brakeman	2.50 per day.

January 1, 1911, to January 1, 1912:

Conductors	$3.85 per day.
Head Brakemen	2.70 per day.
Rear Brakemen	2.70 per day.

After January 1, 1912:

Conductors	$3.97½ per day.
Head Brakemen	2.80 per day.
Rear Brakemen	2.70 per day.

Minimum Monthly Allowances in Passenger Train Service:

	July 1, 1910 to Jan. 1, 1911.	Jan. 1, 1911. to Jan. 1, 1912.	After January 1, 1912.
Conductors	$110	$115	$125
Baggagemen	65	70	75
Brakemen	60	65	70

The above rates governing train service on the Pere Marquette Railroad Company are understood to be the most important modifications of the application of standards made on the line, although there are said to have been a number of other considerations given to the Company by the employés in making this settlement.

PERMANENT BOARD OF CONCILIATION TO ADJUST ALL MATTERS IN DISPUTE BETWEEN MONTREAL SHIPPING COMPANIES AND LONGSHOREMEN.

THE Department of Labour is in receipt of the terms of the first award of the Permanent Board of Conciliation, which was appointed pursuant to the recommendation of a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act, which conducted an inquiry in the month of April last, into certain matters in dispute between the Montreal shipping companies and the longshoremen of that port. In the report of the Board in question, the terms of which were published in the May number of *The Labour Gazette*, it was proposed that an agreement to govern the wages and conditions of employment of longshoremen should be entered into between the shipping companies and the Syndicated Longshoremen of Montreal, effective for a period of five years, and that the parties thereto should each deposit with the Royal Trust Company of Montreal as trustees, the sum of $2,000 as a guarantee for the due observance of the same. Owing to the importance of the shipping interests of Montreal, and the nature of the work to be performed by the longshoremen, the Board urged upon the parties concerned the establishment of a permanent Board of Conciliation to settle such difficulties as might from time to time arise. The Board in question was subsequently constituted as follows: Mr. Farquhar Robertson, ex-President of the Board of Trade of Montreal; Mr. John H. Lauer, Secretary and Treasurer of the Builders' Exchange of Montreal, representing the shipping companies; and Mr. G. R. Brunet, of the Typographical Union of Montreal, representing the longshoremen.

The first award of the Board of Conciliation is as follows:

"Award of the Permanent Board of Conciliation, in accordance with the terms of the agreement entered into under date of 13 May, 1910, pursuant to the report and findings of the Board of Conciliation and Investigation, dated 19 April, 1910, established under the Industrial Disputes Investigation Act, 1907, recommending the appointment of a Permanent Board of Concilation to consider all grievances that may arise between the Companies and the longshoremen, the decision of the majority of such Board to be binding on both parties, the following report is now submitted by these presents:—

1. The Companies appointed Mr. John H. Lauer, Secretary and Treasurer of the Builders' Exchange, as their representative.

2. The Longshoremen appointed Mr.

G. R. Brunet, of the Typographical Union, as their representative.

The parties met during the second week of June, 1910, to appoint a third member of the Board as Chairman, and correspondence submitting the names of the various parties, dating between fourteenth and twentieth of June, 1910, finally resulted in the unanimous selection of,

3. Mr. Farquhar Robertson, ex-President of the Board of Trade, as Chairman.

"The Board so constituted duly met at the Board of Trade, Montreal, at 2 p.m., Tuesday, July 5, where Mr. George Poliquin, Business Agent of the Longshoremen's Union, was present, and made a number of verbal complaints. The Chairman requested Mr. Poliquin to submit written statement in triplicate to the members of the Board, which would then meet with careful consideration at the meeting to be held at 11 a.m., Wednesday, July 6. First session then adjourned.

"Second session, Wednesday, sixth July, 1910, 11 a.m. A written statement of alleged grievances was handed to the members of the Board by Mr. G. R. Brunet, as follows:—

" 'Montreal, July 5, 1910.

" 'Sirs,—

According to your demand for particulars in support of our accusations against the Canadian Pacific Railway Company, the White Star Dominion Company, and the Bristol Dominion Company, I have the honour to submit to your consideration the following specific complaints:—

" '1. If you read the agreement passed between these Companies and the Longshoremen Union, you will find on page two, that the said Companies must stop the running of their pipes in grain working 'while the men go down in the hole to work.' Since the enforcement of the agreement the above Companies never complied with the above clause.

" '2. According to clause two paragraph (*e*), the Companies must supply with the best respirators the men working in the grain. We accuse the above Companies to refuse to comply with the said paragraph.

" '3. You will find also at the end of paragraph (*b*), clause two, that the Companies must give good meals to the men at night. We accuse the said Companies to refuse to comply to the said clause or part of paragraph (*b*).

" '4. We must add that the Companies above mentioned instead of paying 35 cents per hour to the coal shovelers, they pay 30 cents. It had been agreed that these men would receive the same pay as last year, when they received 32½ cents per hour and the bonus, making altogether 35 cents per hour.

" 'By giving consideration to the above complaints, you will oblige,

" 'Yours truly,

" '(*Signed*) George Poliquin.

" '*For the Longshoremen Union.*

" 'N.B.—As to the Canadian Pacific Railway Company, we must say that they prevent the undersigned to go on board of their ships, and make his duty in respect with the agreement passed between the said Company and the Longshoremen.

" 'We hope your Board will take into consideration all our complaints and order the said Canadian Pacific Railway Company to let the undersigned go on board of their ships as often as he likes in the performance of his duties.

" 'G. P.'

"The complaints above enumerated were taken up clause by clause, and after prolonged discussion and a personal investigation by the Board during the afternoon, of actual conditions existing at the harbour front and in the vessels of the Companies complained of, the Board is pleased to report the following conclusion unanimously, at the final meeting held on Thursday, seventh of July, at twelve o'clock noon:—

"1. That the interpretation of clause (*b*) of the agreement referring to grain trimming, is that the running of grain in the pipes shall be stopped only during the time occupied by men *going down into the hold* and *not* while the men are in the hold trimming the grain, proper care to be taken by those loading the grain to see that the pipe is directed away from the

men while at work to prevent any danger of being submerged.

"2. That none of the Companies interviewed refused to supply respirators, the report being that few if any of the men asked for or wanted them. Respirators must be furnished if requested.

"3. That the majority of the men were supplied night meal tickets valid at any of the restaurants on the harbour front, the exception being in the case of the Canadian Pacific Railway Company, whose tickets were good at one particular shop. The inconvenience of the latter arrangement was pointed out to Capt. Elliott, in charge of the Canadian Pacific Railway Company marine department, who promised that in future the tickets would be made valid at any of the river front restaurants. As it appears some of the Companies offer the cash value of the meal, instead of the ticket, this Board strongly recommended the exclusive use of the ticket system.

"4. That the demand for a special schedule for coal shovellers was not in accordance with the terms of the award of the Conciliation Board, which expressly specified a special tariff on certain classes of merchandise, and which having carefully considered the whole question of rates, had placed all other articles under the general schedule of 30 cents and 35 cents per hour per day and night work respectively.

"5. Regarding the claim of Mr. Poliquin to board the Canadian Pacific Railway Company or any other vessels during working hours, this Board cannot allow such claim as a matter of right, except in the course of investigation of any complaint as an act of courtesy on the part of any individual steamship line. No objection is entertained against Mr. Poliquin's interviewing the men when on the wharf, or after working hours, but they must not be interfered with during the progress of the work, except as above.

"6. The Board also directs that the expenses of this investigation according to the schedule of fees allowed under the Industrial Disputes Act, 1910, shall be borne one-half by each of the parties hereto.

"It is also pleasing to add that throughout the discussions the utmost harmony and goodwill has characterised the proceedings. The whole of which is respectfully submitted.

"(*Signed*) FARQUHAR ROBERTSON,
"*Chairman.*

"G. R. BRUNET,
"J. HERBERT LAUER.

"*To* THOMAS ROBB, ESQ.,
"*Secretary, Shipping Federation of Canada,*
"*Board of Trade Building,*
"*Montreal.*

Award dated Thursday, seventh July, 1910.

ROYAL COMMISSION ON INDUSTRIAL TRAINING AND TECHNICAL EDUCATION—COMMISSION ENTERS UPON WORK OF INQUIRY.

THE Royal Commission on Industrial Training and Technical Education, which was appointed by the Government of Canada, for the purpose of conducting an inquiry into the needs and present equipment of the Dominion of Canada as respects industrial training and technical education, and into the systems and methods of technical instruction obtaining in other countries, to which reference has already been made in the June number of *The Labour Gazette*, assembled in Ottawa, on Wednesday, July 6, for purposes of organization, and for the purpose also of outlining, as far as possible, the plan upon which its work of inquiry should be conducted, and of meeting with the Honourable, the Minister of Labour, upon whose recommendation the Commission was appointed.

The first meeting of the Commission was held in the Minister of Labour's office, on July 6, those present being: Mr. James W. Robertson, C.M.G., LL.D., of Montreal, Que., Chairman; Honourable John N. Armstrong, of North Sydney

N.S.; Rev. George Bryce, M.A., D.D., LL.D., F.R.S.C., of Winnipeg, Man.; Mr. Gaspard DeSerres, of Montreal, Que.; Mr. Gilbert M. Murray, B.A., of Toronto, Ont.; Mr. David Forsyth, M.A., of Berlin, Ont.; Mr. James Simpson, of Toronto, Ont.; Mr. Thomas Bengough, C.S.R., Secretary and reporter to the Commission; also Mr. F. A. Acland, Deputy Minister of Labour, and Mr. Gerald H. Brown, Assistant Deputy Minister of Labour.

In the course of a brief address on this occasion the Minister thanked the Commissioners for having arranged to give to the work of the Commission the time and service which it would involve, and also outlined the scope of the Commission, and noting especially the exceptional opportunity for uselfulness which it afforded. There had been, he said, many Commissions appointed by the Federal and Provincial Governments of Canada, but he doubted if there was ever one which had given to its members an opportunity of national service as far-reaching and certain as that afforded the present Commission. It was important, he said, for the Commission to bear in mind that education, as such, was a subject assigned to the Provinces by the British North America Act, and that the Federal Government, therefore, did not intend in the appointment of the present Commission, to, in any way, encroach upon the jurisdiction of the Provinces. Indeed, the consent of the Prime Ministers of the several Provinces to the establishment of this Commission had been obtained before its appointment was decided upon. Canada's industrial greatness, its trade and commerce, were alike dependent upon industrial efficiency, the efficiency, in the first place, of the wage earners, who far outnumbered all other classes in the industrial processes, in the several lines of manufacture and industrial development; and this being the case, the Federal Government felt that in so far as it was possible to co-operate with the Provinces in promoting this efficiency, it was desirable to do so. The gathering of information was a means to this end, and the gathering of information on any subject of national concern was one on which no question as to the Dominion's jurisdiction could be raised. Industrial efficiency should be the Commissioner's watchword, and its aim should be to ascertain from all points of view how this efficiency could be furthered in the interests of capital and of labour alike. It was the Government's desire that the Commission's work should be as comprehensive and thorough as possible, and in this connection, the Minister suggested that before travelling abroad, it would be desirable for the Commission to make an industrial survey of the Dominion of Canada, visiting the several Provinces, and ascertaining the nature and extent of the several industries and trades, as well as their needs in respect of technical education, and some idea of what was being done at the present time through Government or through public or private agencies in the way of promoting industrial efficiency by technical education or otherwise. Having familiarised themselves, in this way, with the industrial methods and equipment of the Dominion, they might afterwards visit Great Britain, France, Germany, the United States, and if necessary, other countries, for the purpose of ascertaining the methods adopted by these several countries for the promotion of industrial efficiency. It was important, he thought, that all those at present engaged in the work of technical education, boards of trade, factory inspectors,, employers' associations, trades unions, and other organizations should be given every opportunity of having their views fully presented before the Commission. In conclusion, the Minister promised that the Government of Canada would do all in its power to facilitate the work of inquiry.

Dr. James W. Robertson, Chairman of the Commission, in reply to the Minister's address, expressed the Commission's thanks to him for the suggestions which he had offered, and promised that the same would be most carefully considered.

Meetings of the Commission were held in Ottawa between July 6 and July 11, when working plans and an itinerary of the Maritime Provinces, Ontario and Quebec were agreed upon. The plans in question were embodied in a circular letter, in the following terms:—

OTTAWA, ONT., July 11, 1910.

Dear Sir,—

I have the honour to intimate to you that the Royal Commission on Industrial Training and Technical Education proposes to visit places according to the itinerary outlined in the sheet which is enclosed herewith. On behalf of the Commission, I am to express our earnest desire and hope that the work of the Commission may be fruitful of benefit to each of the localities which it is able to visit, as well as to the Dominion of Canada as a whole.

Our Commission will give partiuclar attention to the manufacturing industries, to agriculture, to domestic occupations, to mining, to the fisheries, to the lumber interests, to the building trades, to the transportation services, as well as to the technical training required for commercial operations.

I should be grateful for any information or suggestions, or lists of names of institutions or establishments, which you may kindly cause to be furnished for the use of the Commission, and which would doubtless assist it to ascertain the needs and present equipment of your locality respecting industrial training and technical education.

The Commission will also make inquiry into, (*a*) the needs of existing industries in respect of labour; (*b*) the quality of labour which is available; and (*c*) the needs of such labour for industrial training and technical education. The Commission will appreciate your co-operation in any manner which you may consider appropriate regarding any or all of these matters.

A reply to this might be addressed to me, at

I have the honour to be,
Sir,
Your most obedient servant,

JAMES W. ROBERTSON,
Chairman.

Itinerary for Maritime Provinces.

July 15—Leave Montreal, 7.30, for Halifax, N.S., arriving Saturday evening:

	1910	Arrive.
Halifax, N.S.	July 18–20	
Lunenburg	" 21	10.35 a. m.
Liverpool (Maritime Summer School of Science)	July 22	11.57 "
Yarmouth (evening)	" 23	5.15 p.m.
Digby	" 25	11.30 a.m.
Middleton	" 26	1.18 p. m.
Windsor	" 28	7.03 a.m.
Truro	" 29–30	
Sydney, Glace Bay, North Sydney and Sydney Mines	Aug. 1–3	
Antigonish—Summer School	" 4	
New Glasgow, Stellarton, Westville and Pictou	" 5–6	
Charlottelown, P.E.I.	" 8	
Charlottetown and Hillsborough	" 9	
Summerside	" 10	
Amherst and Springhill	" 12–13	5.22 p.m.
Sackville (afternoon)	" 12	
Moncton, N.B.	" 15–16	
Sussex and Hampton	" 17	9.07 a.m.
		9.55 "
St. John	" 18–20	
Fredericton	" 22–23	
Woodstock	" 24	11.55 a. m.

(Then leave for Canadian National Exhibition, Toronto.)

Quebec and Ontario Itinerary.

PLACES.	DATES.	
Canadian National	Thursday	Sept. 1
Exhibition, Toronto	Friday	" 9
Quebec	Tuesday	" 13
"	Thursday	" 15
Three Rivers	Friday	" 16
Sorel	Saturday	" 17
St. Hyacinthe	Monday	" 19
Sherbrooke	Tuesday	" 20
Montreal & Valleyfield	Wednesday	" 21
"	Wednesday	" 28
Ottawa and Hull	Thursday	" 29
"	Monday	Oct. 3
Lachute	Tuesday	" 4
Smith's Falls	Wednesday	" 5
Cornwall	Thursday	" 6
Brockville	Friday	" 7
Kingston	Saturday	" 8
"	Tuesday	" 11
Belleville	Wednesday	" 12
Peterborough	Thursday	" 13
"	Friday	" 14

PLACES.	DATES.	
Toronto	Monday	Oct. 17
"	Thursday	" 20
"	"	" 20
Owen Sound		
Barrie and Orillia	Friday	" 21
Hamilton	Monday	" 24
"	Wednesday	" 26
St. Catharines	Thursday	" 27
Niagara Falls	Friday	" 28
Brantford and Paris	Monday	" 31
"	Tuesday	Nov. 1
Galt	Wednesday	" 2
Berlin and Waterloo	Thursday	" 3
" "	Friday	" 4
Guelph	Saturday	" 5
"	Monday	" 7
Stratford	Tuesday	" 8
Woodstock and Ingersoll	Wednesday	" 9
London	Thursday	" 10
"	Friday	" 11
St. Thomas and Aylmer	Monday	" 14
Chatham	Tuesday	" 15
Windsor and Walkerville	Wednesday	" 16

On Monday, July 18, the Royal Commission on Industrial Training and Technical Education arrived at Halifax, and called officially on the Government of the Province of Nova Scotia, being received by the Acting Premier. Sessions were held in the Technical College of Nova Scotia, Halifax, when men responsible for the administration of the Educational System of Nova Scotia attended, including the Superintendent of Education, and the Director of Technical Education. A special reception was given to the Commissioners by the Halifax Board of Trade, on the occasion of the opening of their new rooms, the speakers at this gathering including the president of the Board of Trade, Mr. Johnston; Mr. R. L. Borden, M.P.; Dr. R. A. Falconer, President of the University of Toronto; President Hill of the Missouri State University; Honourable A. K. McLean, Acting Prime Minister of Nova Scotia; Mr. McKittrick, of Australasia; and Dr. Jas. W. Robertson, Chairman of the Royal Commission on Industrial Training and Technical Education. The Commission afterwards visited the chief industires of Halifax and Dartmouth. On July 21, the Commission visited Lunenburg, N.S., and investigated the fishing industry. On July 22, the Commission visited Bridgewater, N.S., where an inquiry was made into the lumber trade of that district. On the day following, the Commission visited Liverpool, N.S., during the session of the Summer School of Science, at that place, which was attended by over 200 teachers from Nova Scotia, New Brunswick and Prince Edward Island, the Commission being favoured at this point with the testimony of teachers and of representatives of the local industries. On July 23, the Commission held a sitting at Yarmouth, N.S., visiting also the Marine School, the Cotton Duck mill and other industries in that place. On July 25, the Commission continued its inquiry by visiting Digby, N.S., and at Middleton, on July 26, inspected the MacDonald Consolidated School, and also received evidence. On the following day, a session was held at Acadia University, in Wolfville, N.S., also a session in Kentville, N.S., Dr. Robertson delivering an address at this point to the Canada Club, entitled, "The Call of the Land". At Windsor, N.S., on July 28, the Commission visited King's College, the Edgehill School for girls, as well as a local cotton mill and foundry, and received testimony on local conditions At Truro, on July 29, the Commission assembled in the Provincial Normal College, receiving the testimony of Principal Soloan and others, and visiting the local industries. In the evening a reception was tendered to the Commissioners under the auspices of the Canadian Club of Truro, at which Dr. James W. Robertson also delivered an address. On July 30, the Commission visited the Provincial Agricultural College, Truro, and received the evidence of Principal Cumming and the members of the College staff, in the presence of over 100 teachers in attendance at the Summer School of Rural Science, carrying on its work under the auspices of the Provincial Normal and Agricultural Colleges. The Commissioners inspected also the various departments of the Provincial Experimental Farm.

Mr. F. A. Acland, Deputy Minister of Labour, was present at a number of the meetings of the Commission.

In many of the smaller towns which were visited the Commission found industrial establishments in which work was being done under very favourable conditions, the factories being situated where plenty of light surrounded them, and the housing conditions being also in happy contrast to the confinement of tenement quarters.

During the month of July, the Commission visited in all eleven places, and examined 150 witnesses.

PROVINCIAL OFFICERS FOR THE PROTECTION OF LABOUR, CANADA.

LEGISLATION for the protection of workpeople in mines, factories, &c., is in Canada a matter largely of Provincial jurisdiction. Different Provinces have different enactments in this connection, some having passed much more detailed and extended legislation than others. Prince Edward Island,

however, is the only Province which has no laws with regard to employment in factories, mines or about machinery or boilers, owing primarily to the fact that fishing and agriculture constitute the leading local industries.

An important feature of legislation of this character has to do with the appointment of inspectors whose duty it is to ensure the proper carrying out of the law. With the object of showing the extent to which appointments of this character have been made in the several Provinces, as well as providing a directory of the names of the various officers appointed by Provincial authority and holding office at the present time for the protection of labour in this way throughout Canada, the following list has been compiled from information received during the past month from the proper authorities. The order of the Provinces is from east to west.

Nova Scotia.

Factory Inspector.—Philip Ring, Province Building, Halifax, N.S.

Inspectors of Mines.—John Joseph McNeil, Glace Bay, N.S.; Neil A. Nicholson, Sydney Mines, N.S.; Walter F. Davis, Port Hawkesbury, N.S.; A. V. Cameron, Springhill, N.S.; Thomas Blackwood, Westville, N.S.; H. B. Pickings, Mines Office, Halifax, N.S.

New Brunswick.

Inspector of Factories.—John Kenny, Jr., St. John, N.B.

Quebec.

Inspectors of Factories.—Louis Guyon, chief inspector, 9 St. James street, Montreal, Que.; James Mitchell, 9 St. James street, Montreal, Que.; O. Munday, 9 St. James street, Montreal, Que.; J. E. Deslauriers, 9 St. James street, Montreal, Que.; Mde. Louisa King, 9 St. James street, Montreal, Que.; Mdlle. Clementine Clement, 9 St. James street, Montreal, Que.; R. H. Gooley, Coaticooke, Que.; P. J. Jobin, Parliament Buildings, Quebec, Que.; Felix Marois, Parliament Buildings, Quebec, Que.; Mdme. C. E. Lemieux, Inspectress; Dr. M. T. Lefebvre, Medical Inspector, Valleyfield, Que.;

Factory inspectors are also scaffold inspectors when called upon, but this duty may also be done by any properly accredited architect.

Inspectors of Mines.—Theo. C. Denis, Parliament Buildings, Quebec, Que.; J. H. Valiquette, Parliament Buildings, Quebec, Que.

There are also *boiler inspectors* for stationary and other steam boilers not included in the category of marine boilers. A complete list of these inspectors is hereto annexed:

Board of Examiners.—Messrs. William Laurie; E. O. Champagne; Louis Arpin, Montreal, Que.; Joseph Samson, Levis; and Mr. F. X. Drolet, Quebec, Que.

Names of persons qualified as boiler inspectors, under the Act 57 Victoria, chapter 30, according to the provisions of the Order-in-Council, No. 231, of the 26th April, 1907: Robert McKay, Quebec; E. D. Montgomery, Quebec; Joseph Samson, Levis; J. A. Samson, Levis; Napoleon Samson, Rivere du Loup (en bas); A. E. Pontbriand, Sorel; J. E. Beauchemin, Sorel; Joseph Massé, Granby; Alfred L. Moulton, Coaticooke; Achille Lamothe, St. Bonaventure d'Upton; Ovide Lamothe, St. Bonaventure d'Upton; A. J. Loiselle, Farnham; James Kay, Aylmer; W. H. Monks, Pointe Claire; A. P. Robb, Toronto; Oliver St. John, Toronto; George Davis Fowler, Toronto; E. A. Atkins, Montreal and Toronto; F. F. Donaldson, Montreal and Toronto; O. E. Granberg, Montreal; Charles O. Granberg, Montreal; Joseph Martineau, Montreal; J. E. Huntingdon, Montreal; Richard Marchand, Montreal; F. X. Lavigne, Montreal; H. Denis, Montreal; F. Carroll, Montreal; Louis Arpin, Montreal; Charles Allard, Montreal; A. York, Montreal; D. Morin, Montreal; A. Toutant, Montreal; Lact. Paquin, Montreal; E. Valiquette, Montreal; J. W. Harris, Montreal; W. Leclaire, Montreal; Charles Eids, Montreal; Rosario Drouin, Montreal; J. E. Guillemette, Montreal; William Laurie, Montreal; E. O. Champagne, Montreal; C. E. Goodwin, Montreal G. E. Cham-

pagne, Montreal; G. L. Morrison, Montreal; J. E. Jones, Montreal.

Ontario.

Inspectors of Factories. — James T. Burke, Chief Inspector, Parliament Buildings, Toronto; Henry A. Clark; Arthur W. Homes; Robert Hungerford; Thomas Keilty; Fred Kellond; Stephen J. Mallion; H. J. Tutt; Mrs. A. Brown; Miss M. Carlyle.

Inspectors of Mines.—E. T. Corkill and A. H. A. Robinson, Parliament Buildings, Toronto.

Inspectors of Boilers in Provincial Institutions.—D. M. Medcalf, Parliament Buildings, Toronto.

Boilers, apart from those in Provincial Institutions, may be inspected by any certified engineer or one of at least five years' experience.

Manitoba.

Inspectors of Factories.—D. Smith, Winnipeg; W. H. Head, Brandon.

Inspectors of Boilers.—Geo. McCloy, Winnipeg; A. Campbell, Portage la Prairie; J J. Calladon, Brandon; Wm. Garrett, Morden; T. Robinson, Neepawa; and Robt. Argue, Dauphin.

Saskatchewan.

Sanitary Inspector.—T. Aird Murray, C. E., Toronto.

Coal Mines Inspector. — Frank Smith, Edmonton.

Inspector of Factories.—Thomas Molloy, Regina.

Provincial Health Inspector.—Dr. M. M. Seymour, Regina.

Boiler Inspectors. — Wm. Waller, Whitewood; Wm. Mayhew, Whitewood; Thos. Inglis, 1400 Robinson street, Regina; R. N. Blackburn, Estevan; B. M. Smyth, 2101 Smith street, Regina; J. R. Morrison, North Battleford; Jos. McMillan, Saskatoon; Jno. Merchant, Prince Albert; and J. A. Tripp, Yorkton.

Alberta.

Provincial Health Officer.—Dr. L. E. W. Irving, Edmonton.

Provincial Medical Inspector.—Dr. V. E. Barrow, Edmonton.

Sanitary Engineer.—R. B. Owens, Edmonton.

Provincial Bacteriologist.—Dr. D. G. Revell, Edmonton.

Inspectors of Steamboilers.—N. Marshall, Lethbridge; J. Buxton, Calgary; W. D. Watson, Red Deer: D. Fraser, Strathcona; F. W. Hobson, Edmonton; J. T. Watson, Lethbridge.

Provincial Inspector of Mines.—J. T. Stirling, Edmonton.

District Inspectors of Mines.—E. Heathcote, Calgary; H. R. Wilson, Lethbridge.

British Columbia.

Inspector of Factories.—Chas. H. Gordon.

Inspectors of Steamboilers and Machinery.—John Peck, New Westminster Chief Inspector for Province; Andrew Sutherland, Nelson, (Kootenay); Samuel Baxter, Victoria, (Kootenay); G. O. Madigan, Vancouver, (Kootenay); John Downie, New Westminster, (Kootenay); John D. Kay, Victoria, (Kootenay); George C. McGowan, New Westminster; P. A. Gospel, Nelson, (Kootenay); A. S. Bennett, New Westminster.

Inspectors of Coal and Metalliferous Mines.—Francis H. Sheppard, Nanaimo, Chief Inspector and supervisor of all other inspectors; John Newton, Nanaimo, inspector; Thomas Morgan, Cranbrook, (Kootenay), inspector; James McGregor, Nelson, (Kootenay), inspector; Robert Strachan, Moyie, (Kootenay), inspector; Evan Evans, Corbin, (Kootenay) inspector.

Inspector of Tramways.—William Rae, Vancouver, for Province.

RETAIL PRICES OF STAPLE ARTICLES OF

The accompanying table sets forth the retail prices prevailing on, or about, the fifteenth day of the month pre-
living in the leading centres of industry throughout Canada.

The list of commodities includes twenty-eight varieties of food, with fuel and coal oil. In addition a statement
usually occupied by workingmen.

The exact quality for which the quotation is given is set forth in the case of each commodity, and every care
statistics may be available for purposes of comparison.

The list of localities includes nearly every place having a population of 10,000 people, and is representative of

The quotations contained in the table have been furnished by the correspondents of *The Labour Gazette* in the
the Department.

RETAIL PRICES OF STAPLE

LOCALITY.	Beef.		Veal, forequarter, per lb.	Mutton, hindquarter, per lb.	Pork.		Bacon, best, smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure leaf, per lb.	Eggs.		Milk, per quart.	Butter.		Cheese.		Bread.		Flour, strong, bakers, per lb.	Rolled oats, per lb.
	Sirloin steak, best, per lb.	Medium chuck, per lb.			Fresh, roasting, per lb.	Salt, per lb.				New laid, per doz.	Packed, per doz.		Dairy, tub, per lb.	Creamery, prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.		
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts	cts	cts.	cts.
Nova Scotia—																				
Sydney	18	12–15	12	15–16	18	14	24	15–18	20	24	20	8	....	25	17	17	1¼	4	5	3
Westville	15	12	10	14	17	17	23	6–18	20	20	....	7	25	....	16	....	3	4⅔	4	4
Halifax	22	12–15	15–22	18	17	14	20	5–15	20	24	22	8	23	28	17	16	1½	4	3½	4
Amherst	16–18	14–16	14	14	18	16	24	18–20	20	20	20	7	20	23–25	16	16	1¼	4	3⅔	4
Prince Edw. Isld.																				
Charlottetown	14	11	10	12–14	16	16	20	5–12	20	17–18	16	5	20–22	25–27	18	18	2	3½	3½	4
New Brunswick																				
Moncton	20	14	10	16	16	16	23	6–16	20	20	....	6	20	26	18	16	2	4	3½	4
Newcastle	20	14	12	15	18	17	22	5	19	22	22	7	23	30	15	16	2½	3½	3	5
St. John	22	12	8–12	16	16–17	18	22	5–25	20	20	18	7	20–24	28	18	16	1½	4	3⅔	4
Quebec—																				
Quebec	14–17	13–15	10	13–14	17	18	20–22	8	20	22	19	8	22–25	24–26	15	15	6	3⅔	3 $\frac{5}{10}$	5
Three Rivers	18	15	12	15	17	16	22	8–12	20	25	22	7	23	25	20	16	6	3	3	4
Sherbrooke	20	8–10	8–12	16	18	18	20	10–25	22	25–28	17–18	7	26	28	18	....	....	5	4	5
St. Hyacinthe	12	10	8	9	17	18	18	10–12	16	22	20	5	25	25	15	15	6	3	3	5
Maisonneuve	18	15	8	14	17	16	18	8–20	20	25	20	7	23	25	16–18	14	4	3⅔	4	4
Hull	13–15	12½	6½–7	13–14	16–17	16	18–22	8–12	18	21	....	6	24–25	27	15–16	....	6	3⅔	3	4
Ontario—																				
Ottawa	18	12½	12½	18	18	17	23	12½	20	23	....	6	24	27	20	15	3	3⅔	4	4
Belleville	18	10	....	15	18	14–16	22–24	12½	20	19–20	....	6	25	28	16–18	....	3	3⅓	3	3

CONSUMPTION, CANADA, DURING JULY, 1910.

ceding the present issue of *The Labour Gazette*, of the more important staple commodities entering into the cost of is given of the rental of a representative workingman's dwelling of the better class in the quarter of each locality, has been taken to ensure that the quotations in each case refer to the same class of commodity, in order that the every Province in the Dominion.

respective localities, under detailed instructions as to sources of information, quality of goods to be quoted, &c., from

DEPARTMENT OF LABOUR CANADA,
RETAIL PRICES: TABLE, No. 7.

COMMODITIES, CANADA, JULY, 1910.

Rice, good, medium, "B" Brand, per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar.		Tea.		Coffee, medium, Mocha, per lb.	Potatoes, per bag, of 1½ bushel.	Vinegar, White Wine, XXX per quart.	Starch, laundry, per lb.	Coal.		Wood.		Coal oil, per gallon.	Rent, per month.
				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium, Indian or Ceylon, per lb.	Green, medium, Japan, per lb.					Anthracite, per ton of 2,000 lbs.	Bituminous, per ton of 2,000 lbs.	Hard, best, per long cord.	Soft, wood, per cord.		
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	$ cts.	$ cts.	$ cts.	$ cts.	cts.	$ cts.
4	5	12	7	6	5⅝	25–30	30–40	25–40	70	10	8¼	7.50	3.00	4.00	.....	20	10–18
5	5	12	10	5½	5	30	25	35	90	9	10	.....	3.20	3.50–4	.....	20	5–15
5	5	10	8	6	5	30	50	30–40	75	10	10	6.70	4.75–5	5.50	3.50	20	12–20
5	5	10	10	6	5	30–32	40	40	75	10	10	6.50	4.60	5.00	4.00	20	10–14
5	5	12	10–12	6½	6	25	30	40	60	12	10–12	6.50	4.00	.....	1.25	25	6–8
5	5	12	10	5⅝	5	35	50	40	75	10	10	6.50	5.50	4.50	3.25	22	14.00
5	5	10	12	6	6	28	.....	40	75	10	10	7.00	5.25	4.00	3.00	25	8.00
5	5	12	10	5¾	5	30	50	40	75	10	10	6.75–7	4.85–5.50	8–9	4.00	22	9.00
5	5	13	12	5½	5	25–30	25–30	40	45–50	20	10	7.25	4.75	6–7	4.50–5.50	18	16–18
4	5	12	12	6	5½	30–50	30–50	25–50	65	15	8	6.50	5.00	6.50	4.00	20	8.00
5	5	12½	12½	6	5½	30–50	30–50	40	40	10	10	6.90	5.90	4.25–5.00	3.50–4	25	11–14
4	4	12	13	6	5	30–60	30–60	40	38	5–7	8	6.50	5.25	5–7	4–4.50	20	8–9
4	5	10–12	8–10	5	4½	30	25	30	1.80	20	10	6.75–7	4.50	8.00	6.50	18	12.00
4	4	12	6	5⅝	5	40	40	40	45–50	10	8	7.25	5.50	5.50	.....	18	10–15
4	5	10	10	5½	5	30	30	35	60	10	8	7.50	5.50	6.50	3.50	20	10–12
5	5	10	8	6¼	5½	30	30	30	75	10	8–10	6.75	5.00	6.00	.....	25	7–10

RETAIL PRICES OF STAPLE

LOCALITY.	Beef.		Veal, forequarter, per lb.	Mutton, hindquarter, per lb.	Pork.		Bacon, best, smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure leaf, per lb.	Eggs.		Milk, per quart.	Butter.		Cheese.		Bread.		Flour, strong, bakers, per lb.	Rolled oats, per lb.
	Sirloin steak, best, per lb.	Medium chuck, per lb.			Fresh, roasting, per lb.	Salt, per lb.				New laid, per doz.	Packed, per doz.		Dairy, tub, per lb.	Creamery, prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.		
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
Kingston	20	15	10	15	15–18	17	22	12½	20	22	....	5	....	25–28	17	....	3	3½	3	5
Peterborough	20	12	12½	20	18	20	25	....	20	20	17	6	20	23	18	17	3	3⅓	3	5
Toronto	20–22	8	8	12–15	20	18	20–23	12–20	20	23–25	....	8	20–23	27–28	17	14–15	3	3½	3⅔	4
Niagara Falls	18	10	15	20	20	15	25	12	20	25	....	7	30	32	17	16	1¼	4	3¼	5
St. Catharines	18	12½	12½	15–18	18	15–17	22–24	13–15	18	25	23	7	23	25	18	15	3	3⅔	4	4
Hamilton	18–20	12–15	12	15–20	19	19	25	12½–20	20	27	....	7	25	27	20	16	1½	3⅔	3	4
Brantford	20	12	12	18	18	16	23	13	20	23	....	6	....	22	17	15	1½	3⅔	3½	5
Guelph	20	15	13	18	20	18	22	12½	20	22	....	6	22	24	17	15	3	3⅓	2½	4
Berlin	18	13	13	22½	20	20	22	10–14	20	22	....	6	23	28	18	16	1½	4	3	4
Woodstock	20	11½	12½	15	20	18	25	8–13	20	20	....	6	20	25–28	20	15	1½	4	3	3½
Stratford	18	15	13	16–18	22	20	25	12½	15	20	....	6	20	22	17	15	1¼	4	3	4
London	18	12	12	15	18	18	24	16	20	22	20	6	22	26	18	16	1½	4	3	5
St. Thomas	20	14	12½	17	20	20	23	10	20	22	20	6	23	26	20	18	1½	4	3	4
Chatham	18	12	18	18	18	....	25	10–12½	18	18	....	6	22	25	16	....	1¼	4	3	4
Windsor	18	10–12	9	12½	18	16	22	15	18	20	....	7	25	30	20	20	1½	4	3	5
Sault Ste.Marie	20	15	16	18	20	18	22	12½	20	30	....	7	25	29	....	16	1½	4	3¼	5
Port Arthur	22	15	10	18	22–25	20	22½–25	11–12	20	30	25	10	25	30	20	....	2	4	3¼	3½
Manitoba—																				
Winnipeg	22	11	11	22	22	18	25	12½	22	30	25	7	22	28	17	16	8	5	2⅘	4
Brandon	18	12½	12½	20	20	18	25–30	15–18	23	25	....	7	25	30	18	....	4	3½	3½	5
Saskatchewan—																				
Regina	15–25	15–20	20	20–25	20	20	35	20	25	30	....	10	25	30	20	....	1½	5½	3¼	5
Moose Jaw	20	13	15	20	20	....	25–30	15	22½	35	30	10	25	35	20	20	4	6½	3⅔	4
Alberta—																				
Edmonton	15	12½	13	18	20	20	30	18	23	25	....	8½	20	25	20	....	1½	5	3½	3¾
Calgary	20	12½	12½–15	20	20	22	27	12½–15	19	30	25	8	22	30	18	18	1½	4	3½	4
British Columbia—																				
Nelson	20–22	15	15	20–22	20	20	25–36	12½–15	20–22	45	30	12½	30	40	....	20	1	6	3 9/10	4
New Westminst'r	18	12½	16	25	23	18	27½	15	22	40	30	10	25	35	20	20	1½	6	3½	5
Vancouver	25	15	15	25	18–25	18	40	10–15	22	40	30	10	25	33	20	....	1½	4	3	4
Nanaimo	20	15	16	25	20	20	30	10	20	40	35	10	30	40	20	....	2	3½	3⅔	5

COMMODITIES, CANADA, JULY, 1910.

Department of Labour Canada.
Retail Prices: Table, No. 7.

Rice, good, medium, "B" Brand, per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar.		Tea.		Coffee, medium, Mocha, per lb.	Potatoes, per bag, of 1½ bushel.	Vinegar, White Wine, XXX, per quart.	Starch, laundry, per lb.	Coal.		Wood.		Coal oil, per gallon.	Rent, per month.
				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium, Indian or Ceylon, per lb.	Green, medium, Japan, per " .					Anthracite, per ton of 2,000 lbs.	Bituminous, per ton of 2,000 lbs.	Hard, best, per long cord.	Soft, wood, per cord.		
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	$ cts.	$ cts.	$ cts.	$ cts.	cts.	$ cts.
5	5	10–12	8⅓	5½	5	25–40	25–40	35	75	13–15	8–10	7.00	6.25	7.00	4.50	18	6–10
5	5	12½	10	6¼	5	40	40	40	50	10	10	7.20	5.50	6.00	2.75	20	12.00
4	5	10	8⅓	6	5	25	25	25–40	[1]1.25	10	7	6.50	5.00	7.50	5.00	18–20	16.00
5	8	15	10	6¼	5¼	30–50	30–50	40	[1]1.50	10	8	6.25	4.00	7.00	5.00	20	10–15
5	5	....	10	6	5	40	40	30	60	10	8	7.00	.....	8.00	5–6	17	11.00
5	5	5	.....	7	6½	35–40	35–40	40	75	8	8	6.75	5.50	7.00	5.50	18	15.00
7	5	.....	8	6¼	5[15]/[16]	25–40	25–40	35	70	10	9	6.75	5.00	8.00	5.00	16	10.00
5	5	10	10	6	5½	25–50	25–50	25–40	70	10	8	6.50	5.00	8.00	5.50	18	10.00
5	5	10	10	6	5½	30	30	30	75	10	8	6.75	4.50	8.00	5.00	20	10.00
4	5	10	8	6¼	5[5]/[8]	25	25	25	60	10	10	6.50	5.00	7.50	6.00	18	8.00
5	5	8	10	6½	5½	25	25	30	90	10	10	6.50	6.50	8.50	7.00	18	8–12
7	5	10	10	6	5	30	30	40	75	10	8	6.50	6.50	8.00	6.00	15	10–13
5	5	9	8	6	5	40	25–40	25–40	90	10	10	7.00	6.00	6.50	2.75	18	12.00
5	5	12	8–10	6	5	30–50	25–50	25–40	[1]1.50	10	8	7.00	5.00	4.75	3.50	15	8–10
5	7	12½	10	6	5	30	30	30	75	10	10	7.50	5.00	8.00	4.50	20	12–15
5	5	10	12½	6¾	6	30	30	30	50	10	10	7.50	5.50	5.50	4.50	25	10–15
4	5	10	10	6½	6½	25–60	30–40	25–45	90	10	8–10	7.55	6.50	4.50–6	3–4.50	30	12–25
6¼	4½	12	10	6	5	35	35	35	50	15	10	10.50	9.00	6.00	5.00	35	20–25
7	5	15	10	7	6¼	35	35	35	45	10	10	11.25	9.00	6.75	4.75	35	15–30
8	6	12½	8	7[7]/[8]	6¼	35	35	30	90	15	10	12.50	8.50	8.00	7.25	35	30.00
5	5	12½	10	6⅔	6	40	40	40	.....	15	10	13.50	8.00	.....	9.50	25	25.00
5	5	13	10	6½	6¼	40	40	40	75	20	12½	.....	3.50[2]	3.00	.....	30	20.00
6	6	15	9	6½	6	25–40	25–40	25–40	1.25	15	10	8.00	5.50–6	2.00	.....	35	30.00
8¼	8	15	10	7	6	50	50	40	1.00	20	12½	9.50–10.00	7–8.25	.....	6.00	50	15–20
6	6	12½	8	6⅔	5¼	35	35	40	85	10	8	.....	7.75	.....	5.00	40	18.00
4	5	10	8	6	5½	33	40	33	1.50	15	18	.....	7.50	3.00	.....	40	20–30
5	10	12½	10	6¼	5⅔	40	40	40	3.00[3]	20	12½	.....	4.50	.....	.....	40	8–12

[1]New potatoes. [2]Lignite. [3]Per 100 lbs.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, &c., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

DURING the month ended June 30, 1910, the number of passengers leaving the United Kingdom for British North America, according to official returns of the Boards of Trade, was as follows:—

Nationality.	1910	1909.
English	12,038	5,309
Welsh	221	164
Scotch	4,659	2,058
Irish	674	325
British Colonial	248	255
Total British subjects	17,840	8,011
Foreign	4,358	2,489
Total	22,198	10,600

During the six months ended June 30, 1910, the number leaving the United Kingdom, as above, was:—

Nationality.	1910.	1909.
English	59,415	31,111
Welsh	1,346	492
Scotch	20,751	9,491
Irish	3,654	2,122
British Colonial	1,441	714
Total British Subjects	86,607	49,930
Foreign	20,192	13,416
Total	106,799	57,346

RECENT INDUSTRIAL AGREEMENT

THE following agreement went into force in the printing trades, London. Ont., from July 1, 1910:—

Scale of Prices for Newspaper Work.

Hand Composition.

1. Morning Papers.—Composition in agate and in larger type, of regular body and face, 40 cents per 1,000 ems, the office in all cases to prove the matter.

2. Evening Papers.—Composition in agate and all larger type, of regular body and face, 35 cents per 1,000 ems, the office in all cases to prove the matter.

3. Compositors on daily papers shall be allowed at least 1,000 ems per hour for all work done on time during hours of composition.

4. All alterations from copy, other than grammar and style, to be corrected by or at the expense of the office.

5. Tabular work, &c., containing three or four columns, of either figures or words, or words and figures, with or without headings, and without rules, price and a-half; same with rules, double price. Containing five or more columns of figures or words and figures, with or without headings or rules, double price.

6. All advertisements to be measured nonpareil (unless smaller type is used), with exception of reading notices. Matter set in any language other than English, double price.

Machine Composition.

Under this heading is included the product of all kinds of type-setting machines.

1. No person will be allowed to operate a machine who is not a member in good standing of London Typographical Union, No. 133. A probationary member of this Union shall be allowed to learn machine composition during the last six months of apprenticeship; but he shall in no case displace a regular operator. Provided, he has not attained a speed of 4,000 on a Linotype, or 2,800 on Monoline or Typograph per hour, he shall be allowed to continue his apprenticeship until he has attained such speed, the time in no case to exceed four months; the

judges as to competency being the Chapel, and at the rate of wages as laid down in Section 8.

2. An operator shall be considered competent who can set 4,000 ems per hour on the Linotype, or 2,800 ems per hour on the Monoline, Typograph or other type-setting devices.

3. The minimum scale on all type-setting machines shall be $17.00 per week for day work, and $18.00 per week for night work.

4. Operators when compelled to put in turned rules, dashes, &c., shall not be deducted for corrections.

5. All stoppages on the machine, from whatever cause, other than oiling or cleaning Monoline or Typograph, shall be allowed for at the rate of 4,000 ems per hour on Linotype, and 2,800 ems per hour on the Monoline or Typograph.

6. An operator capable of setting 3,500 ems on Linotype, or 2,500 ems on Monoline or Typograph, per hour, shall be entitled to "sub."

7. An employé who desires to lay off shall not be compelled to work when a competent substitute can be had. Men may put on their own substitutes from the floor of the office, but shall give the foreman fair notice of such intention except in case of sickness or emergency.

8. The apprenticeship for journeymen printers on machines shall consist of four months, to be paid for at the rate of $16.00 per week, day work, and $17.00 per week, night work, provided he is not already competent; after which time he shall receive the rate provided for in Section 3. Provided, also that a journeyman who has had experience similar to apprentices, and shall attain competence before the four months' limit, he shall be paid the full scale. Learners on machines, other than apprentices, must comply with following clause: For first month, one hour per day, free; second month, one hour per day, at 10 cents per 100 lines; after that, until becoming competent, one hour per day at 15 cents per 100 lines. In no case shall learners displace regular operators.

9. Overtime, which shall apply to work done before as well as work done after the hours specified, shall be charged for at the rate of one hour and a half for every hour so employed. Overtime on statutory holidays and Sundays shall be paid for at the rate of two hours for every hour employed, but this clause shall not apply to the regular hours of work on newspapers. This section shall apply to all branches of the trade under the jurisdiction of the Union.

10. In offices where both machine composition and hand composition are done there shall be no culling of "phat," such as leaded matter, poetry, matter with a great many quads in it, or "phat" tables. All matter must be given out in a fair manner.

11. In no case can a member working on a type-setting machine receive less than a day's pay.

12. This scale shall apply to operators in all departments in which type-setting machines are used.

Machine Tenders' Scale.

The minimum wage scale for Machine Tenders, shall be as follows:..

13. For day work, $18.00 per week, and $19.00 per week for night work. Assistant machinist, day work, $15.00 per week, and $16.00 per week, night work.

14. Machine tenders shall be required to work but six days, or nights, of the week.

15. Machine tenders employed in any office as regulars shall under no consideration be permitted to attend machines in another establishment.

16. Machine tenders' assistants must become members of the International Typographical Union.

17. Machine tenders shall have jurisdiction over their assistants, but shall have no control over operators.

Floor Men.

18. "Ad" men, make-ups, bank men, heading men, and proofreaders, shall receive not less than $15.00 for day work, and $16.00 for night work. In no case can a member working on floor receive less than a day's pay. From and after July 1, 1911, the scale shall be $16.00 for

day work and $17.00 for night work. Section 9 shall also apply to floor men.

Foremen.

19. Foremen shall receive not less than $19.00 for day work, and $20.00 for night work.

20. Assistant foremen shall receive not less than $17.00 for day work, and $18.00 for night work.

General.

21. The hours of labour for all employés shall be: Day work, eight hours; seven hours per night.

22. The hours of labor shall be between six o'clock P.M. and seven for night work, and between seven o'clock A.M. and six o'clock P.M. for day work.

23. No member of this Union shall act as operator-machinist in an office where three or more Linotype machines are run.

24. It shall be the duty of foremen and members to teach apprentices the printing business, and the duty of the Chairman to see that this is done; and an apprentice may appeal to the Executive Committee if he deems an injustice is done him.

25. That the proportion of apprentices to journeymen employed or regulars, shall be as follows: 1 up to 4; 2 to 8; 3 to 12; 4 to 18; 5 to 24, and in no case shall more than five apprentices be employed in any office.

Book and Job Scale.

1. Foremen shall receive not less than $16.00 per week; assistant foremen not less than $15.00 per week.

2. Composition (in book and job offices), 35 cents per 1,000 ems, or $13.00 per week of 48 hours; after July 1, 1911, the scale shall be $14.00 per week of 48 hours.

3. Overtime, which shall apply to work done before as well as work done after the hours specified, shall be charged for at the rate of one hour and a half for every hour so employed. Overtime on statutory holidays and Sundays shall be paid for at the rate of two hours for every hour employed, but this clause shall not not apply to the regular hours of work on newspapers. This section shall apply to all branches of the trade under the jurisdiction of the Union.

4. When works, or portion of works, are required to be leaded, and the leads are not furnished at the time of composition, such matter shall be afterwards leaded at the expense of the employer, and the compositor to charge such matter the same as if he had originally put in the leads.

5. In case the compositor is required to make up his matter, he shall be entitled to the head and foot lines, and all the blank pages that may occur in the work upon which he may be engaged.

6. When a measure exceeds even ems in width, and is less than an en, nothing to be counted; but if an en or over, an em to be counted.

7. Tabular work, &c., same as on newspaper.

8. All sums of money earned by members of this Union, working by the piece or week, in all offices of this city, shall be paid in cash, weekly, in full; and any evasion of this article by acceptance of store orders or otherwise, as part payment of said wages, shall be considered a breach of good faith and Union principles, and submit any member or members so doing to such penalty or punishment as the Union may direct. The principle of co-operation shall not be considered an evasion of this article.

Section 6 shall also apply to newspaper work.

This scale is in force and effect until July 1, 1913.

FAIR WAGES SCHEDULE IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF JULY, 1910.

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals, and the Department of Marine and Fisheries, which have received the signatures of both parties, together with the fair wages' schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Departement of Public Work.

ADDITION TO EAST BLOCK, OTTAWA.

ADDITION to East Block, Ottawa, Ont; name of contractors, Doran and Devlin, Ottawa, Ont.; date of contract, July 7, 1910; amount of contract, $222,800.

Trade or Class of Labour.	Rate of Wages, Not less than:
Stonecutters	$.44 per hr., 8 hrs. per day
Bricklayers	.50 " 9 "
Masons	.50 " 9 "
Carpenters	.25 " 9 "
Joiners	.30 " 9 "
Stairbuilders	.30 " 9 "
Plasterers	.40 " 9 "
Lathers	1.75 per 1,000.
Painters and glaziers	.27½ " 9 "
Plumbers	.36 " 9 "
Steamfitters	.36 " 9 "
Tinsmiths	.30 " 9 "
Metal roofers	.30 " 9 "
Electrical workers	.25 " 9 "
Builders' labourers	.25 " 9 "
Ordinary labourers	.18 " 9 "
Driver, one horse and cart	.25 " 10 "
Driver, 2 horses and wagon	.45 " 10 "

WHARF AT MISCOU, N.B.

Wharf at Miscou, N.B.; name of contractor, E. N. Reid, St. John, N.B.; date of contract, July 12, 1910; amount of contract, $16,800.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenter	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.25
Driver 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

REPAIRS TO WHARF, ST. ALEXIS, QUE.

Extension and repairs to wharf at St. Alexis, Que.; name of contractor, Johnny Girard, Chicoutimi, Que.; date of contract, July 14, 1910; amount of contract, $15,395.96.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.35
Driver with 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

ADDITION TO GOVERNMENT WHARF AT SAULT STE. MARIE, ONT.

Extension to Government wharf at Sault Ste. Marie, Ont.; name of contractor, John F. Boyd, Sault Ste. Marie, Ont.; date of contract, July 16, 1910; amount of contract, $16,400.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$3.25
Foreman mixing concrete	2.50
Foreman laying concrete	2.50
Foreman stone crusher	2.50
Carpenters	2.75
Blacksmiths	2.75
Blacksmiths' helpers	2.00
Ordinary labourers	1.75
Driver with 1 horse and cart	3.00
Driver, 2 horses and wagon	4.50

WHARF AT TADOUSAC HARBOUR, QUE.

Wharf and approach at Tadousac Harbour, Que.; name of contractor, Nap. Warren, Chicoutimi, Que.; date of contract, July 18, 1910; amount of contract, $31,795.

Trade or Class of Labour.	Rate of Wages Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Foreman laying concrete	2.25
Foreman mixing concrete	2.25
Foreman stone crusher	2.25
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.35
Driver with 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

ARMOURY AT FRASERVILLE, QUE.

Armoury building at Fraserville, Que.; name of contractor, Philippe Dumont, Rivière du Loup Station, Que.; date of contract, July 23, 1910; amount of contract, $8,435.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Stone cutters	$3.00
Bricklayers	3.50
Masons	2.50
Carpenters	2.00
Joiners	2.00
Plasterers	2.50
Painters and glaziers	2.00
Plumbers	2.00
Steamfitters	2.00
Sheet metal workers	1.50
Ordinary labourers	1.25
Driver with 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Department of Railways and Canals.

KETTLE RIVER VALLEY RAILWAY.

From a point at or near Grand Forks to point 50 miles up the North Fork, and East or West Fork of the North Fork, of Kettle river; not exceeding 50 miles. Date of subsidy agreement, July 5, 1910. Amount of subsidy, $3,200 per mile, not exceeding $6,400 per mile. Railway company, The Kettle River Valley Railway Company.

RATE OF WAGES.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if, there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim, therefore, is filed in the office of the Minister of

.....

and proof thereof satisfactory to the Minister is furnished, the Minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractors.

Department of Marine and Fisheries.

WOODEN LIGHTHOUSE TOWER ON QUACO EASTERN BREAKWATER PIER, ST. JOHN COUNTY, N.B.

The construction of a wooden lighthouse tower on Quaco Eastern Breakwater Pier, St. John County, N.B.; name of contractor, Lawrence Mury, West Arichat, N.S.; amount of contract, $650.00; date of contract, July 7, 1910.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$2.00
Painters	2.00
Bricklayers	3.50
Labourers	1.50

FAIR WAGES SCHEDULES PREPARED BY DEPARTMENT OF LABOUR.

Fair Wages

DURING the month of July, the Department of Labour prepared, at the request of the departments concerned, Fair Wages Schedules for insertion in contracts for various public works, as follows:—

Construction of a wall across the foot of North street, Halifax, N.S., on the Intercolonial Railway.

Construction of a line of railway from Paspebiac to Gaspe.

Construction and erection of single track railway bridge, with cantilevered track, on line of Hudson Bay Railway, over the Saskatchewan River, at Le Pas.

Construction of a public building at Wolfville, N.S.

Construction of a public building at Fairville, N.B.

Construction of a public building at Grand Falls, N.B.

Construction of a public building at Hartland, N.B.

Construction of a public building at Hillsborough, N.B.

Construction of an armoury at Levis, Que.

Construction of a Custom house at Quebec, Que.

Construction of a public building at Humboldt, Sask.

Construction of a public building at Weyburn, Sask.

Construction of a public building at Wetaskiwin, Alta.

Construction of a public building at Grand Forks, B.C.

Construction of a public building at Nelson, B.C.

Construction of a public building at Nanaimo, B.C.

Construction of a public building at Essex, Ont.

Construction of a public building at Mitchell, Ont.

Construction of a public building at Dundas, Ont.

Construction of a public building at Listowel, Ont.

Construction of a public building at Harriston, Ont.

Construction of a public building at Mount Forest, Ont.

Construction of a public building at Portage la Prairie, Man.

Construction of a public building at Parrsboro, N.S.

Construction of a public building at St. Jacques de l'Achigan, Que.

Construction of a public building at Strathcona, Alta.

Construction of a crib and concrete breakwater at Bare Point, Port Arthur Harbour, Ont.

Construction of a cribwork wharf at Burke's Head, Ingonish, N.S.

Construction of a concrete dam in Richelieu river, at Fryer's Farm, Chambly Vercheres and Rouville counties, Que.

Construction of crib and span wharf at Lakeport, Ont.

Construction of pile and concrete ice pier at Riviere Ouareau, Joliette county, Que.

Construction of re-enforced concrete breakwater at Goderich, Ont.

Construction of an addition to Postal Station "E," St. Louis de Mile End, Montreal, Que.

Construction of a public building at St. Henri, Que.

Construction of a breakwater extension at Dipper Harbour, St. John, N.B.

Construction of a breakwater and jetty, and removal of west jetty and building superstructure, east jetty.

Construction of wooden lighthouse and pier on Southeast Bar, Sydney Harbour, C.B.

Construction of a wooden fog alarm building at Cross Island, N.S.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF JULY, 1910.

Under this heading, account is taken of such accidents only, as were sustained by workmen in the course of their employment, and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of *The Labour Gazette*. The Department is also indebted to the Bureau of Mines of Ontario and British Columbia, to the office of the factories' inspector of the Province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 354 individual work people in Canada during the month of July, 1910, were reported to the Department of Labour. Of these, 116 were fatal and 238 resulted in serious injuries. In addition, three fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before July, 1910.

In the preceding month there were 168 fatal, and 247 non-fatal accidents reported, a total of 415, and in July 1909, there were 100 fatal and 258 non-fatal accidents, a total of 358. The number of fatal accidents reported in July, 1910 was, therefore, fifty-two less than in the preceding month, and sixteen more

than in July, 1909. The number of non-fatal accidents reported in July, 1910 was nine less than in the preceding month and twenty less than in July, 1909. Altogether there were sixty-one less industrial accidents reported in July, 1910 than in the preceding month and four less than in the same month of the preceding year.

Of 338 returns received during the month giving the ages of the victims of industrial accidents, twenty-nine referred to persons under twenty-one years of age; 101 to persons between twenty-one and forty-five, and nineteen to persons over forty-five. Eighty-nine persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING JULY, 1910, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed.	Injured.	Total
Agriculture	18	30	48
Fishing and hunting	1	.....	.....
Lumbering	8	3	11
Mining	17	9	26
Building trades	2	28	30
Metal trades	11	43	54
Woodworking trades	2	14	16
Printing trades	.....	4	4
Clothing trades	.....	2	2
Textile trades	.....	3	3
Food and tobacco preparation	2	9	11
Leather trades	.....	1	1
Railway service	25	26	51
Navigation	6	10	16
General transport	10	13	23
Public employés	.....	2	2
Miscellaneous	9	21	30
Unskilled labour	5	20	25
Total	116	238	354

Nature of Fatalities and Accidents.

The chief disasters of the month, causing the death of more than one workman, were: an explosion of dynamite and powder on the line of the National Transcontinental Railway, 100 miles west of LaTuque, Que., which fatally injured nine workmen and seriously injured five others; the asphyxiation of five mine workers near Kaslo, B.C., a powder explosion at Sand Point, Ont., in which three workers were instantly killed and four others seriously injured; an explosion of dynamite at Trout Lake, Ont., which caused the death of two workmen; and the death of two trainmen in a collision at Beaverton, Ont.

Disastrous Dynamite Explosion at La Tuque, Que.

On July 25, an explosion of 7,500 pounds of powder and 400 pounds of dynamite at Cut No. 1,086, on the line of the National Transcontinental Railway, 100 miles west of LaTuque, Que., caused the death of nine workmen and the serious injury of five others. It was stated that the cause of the accident was the attempt of a workman to open a can of powder with an axe when it exploded and set off a train of powder and dynamite.

Asphyxiation of Five Mine Workers Near Kaslo, B. C.

On July 16, while a party of mining men (five) were going over the "Lucky Jim" mine near Kaslo, B.C., while in, pursuit of this a forest fire that for some time had been raging in the vicinity became very dangerous and in order to avoid its effects they took refuge in what is known as No. 4 tunnel. Here they were asphyxiated by smoke and their lifeless bodies were afterwards discovered.

Disastrous Powder Explosion at Sand Point, Ont.

On July 11, by the blowing up of a powder factory at Sand Point, Ont., three workers were instantly killed and four seriously injured.

Explosion of Dynamite at Trout Lake, Ont.

A premature explosion of dynamite occurred on July 13, on the construction works of the Transcontinental Railway near Trout Lake, Ont., and instantly killed two workmen.

Accidental Death of two Trainmen at Beaverton, Ont.

On July 23, two trainmen in the employ of the Canadian Northern Railway

were riding on the tender of an engine that was backing from a gravel pit to couple to an excursion train at Beaverton. The brake and steam lever of the engine failing to work, it crashed into the excursion train instantly killing the two employés.

Record by Trades and Industries.

Agriculture.—In this industry there were, during July, 1910, eighteen fatal and thirty non-fatal accidents, compared with thirty killed and twenty-eight injured in June last, and twenty-two killed and thirty-three injured in July, 1909. Four farmers were killed by being run over, three each by machinery and by falls, two each by live stock and by runaways and one each by falling material, by flying material, by electric shock and by being burned to death. Of the serious accidents thirteen were caused by falls, eight by machinery, three each by live stock and by runaways, two by falling material and one by being run over.

Fishing and hunting.—During July, 1910, a fisherman was drowned off Alberton P.E.I., while lobster fishing. In the month previous there was also one fatality. There were no accidents in July, 1909.

Lumbering.—Eight workmen met death by accident in July and three were injured. The record for the preceding month was eleven killed and ten injured and in July, of last year, five killed and thirteen injured. Four of the fatalities were due to flying material, three to drowning and one to machinery. Two of the non-fatal accidents were due to machinery and one to falling material.

Mining.—Seventeen mine workers were killed and nine were injured during July, 1910, as against twenty-one killed and fifteen injured in the month before and six killed and twenty-three injured in July, 1909. Six each of the deaths were caused by being run over and by falling material, four by asphyxiation and one by an explosion of dynamite. Of the serious injuries four were caused by falling material, three by explosion of dynamite and one each by live stock and by being run over.

Building trades.—In this group two workers were killed and twenty-eight injured during July, 1910, compared with six killed and sixteen injured in June last and six killed and twenty-four injured in July, 1909. One each of the deaths were due to blood poisoning and to falling material. Of the other accidents fifteen were due to falling material, eight to falls, three to explosions of dynamite and one each to flying material and to an explosion of gasoline.

Metal, engineering and shipbuilding trades.—In July, 1910, eleven of these workers met accidental death and forty-three were injured, compared with eight killed and fifty-four injured in the previous month and six killed and sixty-four injured in July, 1909. Five of the deaths were caused by machinery and two each by electric shock, by falls and by falling material. Seventeen of the minor accidents were caused by machinery, ten by falling material, eight by falls, four by flying material and two each by elevators and by explosions.

Woodworking trades.—Two woodworkers were killed, one by flying material and the other by a fall, and fourteen were injured, all by machinery, in July, 1910. The record of the month before was nine injured and of July, 1909, two killed and ten injured.

Printing trades.—Four workmen were injured by machinery in July, 1910, against one injury in the preceding month and three injuries in July of last year.

Clothing trades.—Machinery injured two of these workmen. In the month before, six were injured; one was injured in July, 1909.

Textile trades.—Machinery was responsible for one injury and a fall another in July, as against one injury in June last, and one injury in July, 1909.

Food and tobacco preparation.—There were two fatalities and nine injuries in July, 1910, compared with three killed and seven injured in the month before, and nine injuries in July, 1909. An explosion of gas and being run over were each accountable for a fatality, while three each were injured by an explosion of gas and by machinery, and one each by a fall, by falling material and by an elevator.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES, F. No. 81.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF JULY, 1910.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Agriculture—				
Farmer	St. Remi, Que	July 6	1	Gored by a bull.
"	Carluke, Ont	" 6	1	In a runaway.
"	Pilot Mound, Man	" 6	1	Caught in belting.
"	Danville, Que	" 8	1	Run over by train.
"	Gavan, Sask	" 7	1	Run over by train.
"	Loch Lomond, N.S	" 8	1	Gored by a bull.
"	Belwood, Ont	" 9	1	Cave-in of earth.
"	Highgate, Ont	" 15	1	Caught in belting.
"	St. Alexandre, Que	" 11	1	In a runaway.
"	Brockville, Ont	" 20	1	Struck by flying whiffletree.
"	Murray Harbour, P.E.I	" 9	1	Fell from roof of barn.
"	Beauport, Que	" 20	1	Run over by loaded vehicle.
"	St. Casimir, Que	" 26	1	Struck by mechanical hay-fork in back.
"	Laurierville, Que	" 26	1	Struck by lightning.
"	Laurierville, Que	" 26	1	Burned to death while trying to save compnaion.
"	Kingston, Ont	" 26	1	Fell from vehicle.
Farm hand	Estevan, Sask	" 7	1	Run over by steam plough.
Tree trimmer	Toronto, Ont	" 2	1	Fell from tree.
Fishing and hunting—				
Fisherman	Alberton, P.E.I	" 26	1	Drowned, while lobster fishing.
Lumbering—				
Logger	Norway House, Ont	" 4	1	Drowned, canoe upset.
"	Winlaw, B.C	" 15	1	Drowned, fell off boom.
"	Near North Bay, Ont	" 26	1	Drowned, fell off logs.
Sawmill hand	Newcastle, N.B	" 20	1	Struck by flying "Peavey"
"	Buckingham, Que	" 23	1	Fell on circular saw.
"	Three Rivers, Que	" 23	1	Struck by flying belting.
"	Fernie, B.C	" 16	1	Struck by flying slab.
"	Ardoch, Ont	" 16	1	Struck by flying slab.
Mining—				
Miner	Fernie, B.C	" 4	1	Run over by coal cars.
"	Glace Bay, N.S	" 5	1	By fall of stone.
"	Michel, B.C	" 6	1	Between cars.
"	Coal Creek, B.C	" 8	1	Run over by cars.
"	North Sydney, N.B	" 10	1	By fall of coal.
"	Frank, Alta	" 18	1	By fall of rock.
"	Kaslo, B.C	" 16	4	Suffocated by smoke in mine shaft.
"	Fernie, B.C	" 22	1	Run over by trip.
"	Fernie, B.C	" 16	1	Crushed between cars and chute.
"	Hillcrest, B.C	" 23	1	By fall of rock.
"	Coal Creek, B.C	" 4	1	Fall of rock.
"	Corbin, B.C	" 4	1	Fall of rock.
" (motorman)	Coal Creek, B.C	" 22	1	Run over by locomotive.
Quarryman	Sherbrooke, Que	" 28	1	Explosion of dynamite.
Building trades—				
Mason	Manilla, Ont	" 20	1	Struck thumb with hammer, paralysis succeeded.
Builder's labourer	Montreal, Que	" 26	1	By falling cement roof.
Metal, engineering and shipbuilding trades—				
Stationary engineer	Vancouver, B.C	" 7	1	Struck by portion of donkey engine.
"	Amherst, N.S	" 21	1	Fell into rolling machine.
Lineman	St. Laurent, Que	" 8	1	Electrocuted.
"	Peterborough, Ont	" 11	1	Fell from pole.
"	Montreal, Que	" 30	1	Electrocuted.
Metal worker	Montreal, Que	" 15	1	Derrick boom fell on him.
"	Sault Ste. Marie, Ont	" 20	1	Struck in back by crane.
Structural iron worker	Toronto, Ont	" 28	1	Fell 125 feet.
Foundryman	Sydney, N.S	" 27	1	Half ton casting fell on him.
Steel worker	Sault Ste. Marie, Ont	" 11	1	Killed while making a coupling.
Electrician	Toronto, Ont	" 11	1	Leg taken off in an elevator; died July 13.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES, F. No. 81.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF JULY, 1910.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Woodworking trades—				
Woodworker	Berlin, Ont.	July 12	1	Struck by board from saw.
"	Toronto, Ont.	" 23	1	Fell down elevator shaft.
Food and tobacco preparation—				
Brewery worker	Montreal, Que.	" 12	1	Explosion of gas tank.
Ice driver	Montreal, Que.	" 26	1	Run over by loaded ice wagon.
Railway service—				
Engineer	Brockville, Ont.	" 6	1	Run over by train.
"	Moncton, N.B.	" 14	1	Fell from engine; run over.
Brakeman	Revelstoke, B.C.	" 6	1	Run over by train.
"	Montreal, Que.	" 26	1	Caught between cars.
Sectionman	Montrose, Ont.	" 4	1	Run over by train.
"	Beauceville, Que.	" 18	1	Run over by train.
Construction hand	Alberin, B.C.	" 15	1	Explosion of dynamite.
"	Four mile Creek, B.C.	" 15	1	Explosion of dynamite.
"	Cameron Lake, B.C.	" 15	1	Drowned.
"	Trout Lake, Ont.	" 14	2	Explosion of dynamite.
"	Beaverton, Ont.	" 23	2	In a collision.
"	La Tuque, Que.	" 25	9	Explosion of dynamite and powder.
Dining room employé	Winnipeg, Man.	" 19	1	Run over by train.
Yardman	Hochelaga, Que.	" 25	1	By falling timber.
"	Windsor, Ont.	" 9	1	Caught between cars.
Navigation—				
Deck hand	Arrow Lakes, B.C.	" 1	1	Drowned, fell overboard.
"	Windsor, Ont.	" 27	1	Drowned, fell overboard.
Cook on vessel	St. John, N.B.	" 7	1	Drowned, fell through trestle.
Captain	Vancouver, B.C.	" 11	1	Drowned, fell from gangway.
Pantryman on vessel	Toronto, Ont.	" 11	1	Drowned, fell overboard.
Lockman	Cornwall, Ont.	" 19	1	Drowned, fell into canal.
General transport—				
Delivery employé	Dorval, Que.	" 9	1	Run over by an automobile.
"	London, Ont.	" 6	1	Run over by loaded vehicle.
"	Portage la Prairie, Man.	" 25	1	Run over by train at crossing.
Carter	Longueuil Que.	" 11	1	In a runaway.
Street railway employé	Toronto, Ont.	" 14	1	Run over by car.
"	Maisonneuve, Que.	" 8	1	Fell from car.
Messenger boy	Winnipeg, Man.	" 19	1	Run over by automobile.
Teamster	Toronto, Ont.	" 5	1	Run over by loaded wagon.
Public employés—				
Axeman Gov. survey	Fisher River, Ont.	" 20	1	Severed artery with axe.
Fireman	Perth, Ont.	" 8	1	Fell from telegraph pole.
Miscellaneous—				
Clerk	Stratford, Ont.	" 20	1	Elevator fell on him.
Cement works hand	Humberstone, Ont.	" 15	1	Run over by freight car.
Waiter	Winnipeg, Man.	" 18	1	Electrocuted.
Hotel employé	Sussex, N.B.	" 6	1	Explosion of soda water cylinder.
Employé in explosive factory	Sand Point, Ont.	" 11	3	Explosion of powder.
Chemical worker	Longford Mills, Ont.	" 7	1	Explosion of chemicals.
Well digger	Fergus, Ont.	" 9	1	Cave-in of earth.
Unskilled labour—				
Labourer	Owen Sound, Ont.	" 6	1	Cave-in of sand.
"	Welland, Ont.	" 20	1	Ruptured artery while at work.
"	Calgary, Alta.	" 24	1	Run over by train.
"	Sherbrooke, Que.	" 28	1	By fall of derrick.
"	Quebec, Que.	" 29	1	Steam shovel fell on him.

FATAL ACCIDENTS HAPPENING IN THE PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN JULY, 1910.

Trapper	Abuscong Lake, Ont.	June 21	1	Found dead in bush.
Miners	Squamish Valley, B.C.	" 29	2	Explosion of powder.

Leather trades.—Machinery injured one workman in this group. There were no accidents in the previous month and one injury in July, 1909.

Railway service.—Twenty-five railway employés were accidentally killed and twenty-six injured during July, 1909. In the preceding month the numbers were twenty-three killed and nineteen injured and in July, 1909, twenty-nine killed and twenty-five injured. Thirteen of the fatalities were due to explosions of dynamite, six to being run over, two each to being caught between cars and to collisions and one each to drowning, and to falling material. Of the non-fatal accidents eleven were due to collisions, five to explosions of dynamite, four to falls, three to machinery, two to falling material and one to being run over.

Navigation.—Drowning caused six deaths in this group and ten others were injured, four each by falling material, and by falls and one each by flying material and by being run over. In June, 1910, the record was three killed and nine injured, and in July, 1909, five killed and eight injured.

General transport.—Ten of these workers met death by accident during July, and thirteen were injured, compared with nine killed and nineteen injured in the month before and three killed and nineteen injured in July, a year ago. To being run over were due six of the fatalities; to falls, two; and to a runaway and to tools one each. Five of the injuries were due to falls, two each to being run over and to collisions and one each to a runaway, to live stock, to falling material and to being caught between cars.

Public employés.—In July, 1910, two public employés were injured, one by falling material and one by a collision, compared with three killed and six injured in June, last, and two killed and one injured in July, 1909.

Miscellaneous.—In this group the record for July, 1910, was nine killed and twenty-one injured, as against five killed and twelve injured in the month preceding and five killed and ten injured in July, 1909. Five of the deaths were due to explosions, two to falling material and one each to electricity and to being run over. Of the injuries, eleven were due to explosions, three each to elevators and to falls, two to machinery and one each to live stock and to electricity.

Unskilled labour.—Five labourers were killed and twenty injured in July, 1910, compared with thirteen killed and twenty injured in June last, and nine killed and ten injured in July, 1909. Three of the fatalities were caused by falling material, and one each by being run over and one by the rupture of an artery while at work. Five each of the non-fatal accidents were caused by asphyxiation by gas and by falling material, three by being run over, two each by explosions of dynamite, by falls and one each by being caught between cars, by being burned and by an elevator.

TRADE DISPUTES DURING THE MONTH OF JULY, 1910.

THE principal trade disputes of the month of July were a strike of conductors and trainmen of the Grand Trunk Railway Company, which was severely felt by a large number of industries throughout the country, and a general strike of bricklayers and masons at Montreal, which impeded building operations during the greater part of the month. A strike of coal miners at Springhill, N.S., which began in August, 1909, was still in force, the mines being only in partial operation.

Number and magnitude. — The total number of trade disputes reported to have been in existence in Canada during July was twenty, one more than in the previous month, and four more than in July, 1909. About 212 firms and 10,272 employés were affected by these disputes, about 127 firms and 7,302 employés being affected by new disputes.

Loss of time in working days.—The loss of time to employés through trade disputes during July was approximately

100,260 working days, compared with a loss of about 75,700 days in June and 119,500 days in July, 1909.

Trades affected by new disputes.—The following table shows the trades affected by new disputes of the month, and the approximate number of employés involved in each group of trades.

Trades.	No. of disputes	No. of employés
Lumbering	1	.....
Building trades	1	3,700
Metal trades	2	183
Food and tobacco preparation	1	.....
Railway service	3	3,125
Unskilled labour	3	294
Total	11	7,302

Localities affected by new disputes.—The new disputes of the month occurred in the following Provinces of the Dominion:—

Province.	No. of disputes
Quebec	4
Ontario	2
Alberta	1
British Columbia	2
Quebec and Ontario	1
Manitoba, Saskatchewan and Alberta	1
Total	11

Causes of disputes.—The following were the causes of the new disputes of the month.

Cause.	No. of disputes
For increase in wages	7
For increase in wages and shorter hours	1
For increase in wages and other changes	1
For recognition of union and closed shop	1
Against employment of a particular person	1
Total	11

Methods of settlement.—Of the twenty disputes in existence during July, eight were terminated in the course of the month. Three were settled through negotiations between the parties concerned, three by the resumption of work on the part of the strikers, one by the places of the strikers being filled and in one the method of settlement was not reported.

Results of disputes.—Four of the disputes that were terminated ended in favour of the employers, two in favour of the employés, in one case a compromise was reached, and in one the result was not reported.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes which began in previous months and which were not reported to have been settled before July 1, comprised strikes of coal miners at Springhill, N.S., builders' labourers at Toronto, Ont., stonemasons, bricklayers and iron moulders at Montreal, Que. cotton mill hands at Hamilton, Ont., carpet weavers at Guelph, Ont., brewery workers at Hamilton, Ont., and sheet metal workers at Vancouver, B.C.

Strike of Coal Miners at Springhill, N.S.

A strike of coal miners of the Cumberland Railway and Coal Company at Springhill, N.S., which began on August 10, 1909, still continued throughout July, with no prospects of a settlement, The Company, however, was gradually adding to its force of men, and the output of the mine was steadily increasing. At the end of the month it was reported that 450 men were at work, most of whom were coal cutters. The output of the mine for July, was estimated at 9,000 tons. Repairs were begun in July, which will enable the Company to employ more men in the pit. Early in the month a force of troops was sent to the town as a precautionary measure, but good order was maintained among the strikers during the month. This dispute arose from a refusal of the Company to recognize the United Mine Workers of America, or to grant an increase in wages and make certain changes in the conditions of employment.

Strike of Builders' Labourers at Toronto, Ont.

A general strike of builders' labourers at Toronto, Ont., which began on June 1, was declared off on July 26, nearly

all the strikers having secured work with employers who had signed an agreement giving them an increase in wages from 25 to 28 cents an hour, a nine-hour day, and payment of time and one-half for overtime. The few strikers who were still out were permitted to return to work for employers who had not signed the agreement. About 300 firms and 1,500 employés were reported to have been originally involved in the dispute, but many employers had signed the agreement and a large number of employés had returned to work before July 1.

Strike of Stonemasons and Bricklayers at Montreal, Que.

Early in June demand was made by the Stonemason's Union of Montreal for an increase in wages and recognition of the Union. The wages paid had been from 35 to 40 cents an hour, and the demand for was a general rate of 45 cents an hour. The Builders' Exchange not having acceded to these demands, thirty masons employed by Messrs. Byers & Anglin stopped work on June 6. On June 20, a strike of bricklayers employed by the firm of P. Lyall & Sons, Limited, took place, the cause alleged being dissatisfaction with the foreman. According to the employers about thirty men were involved in the dispute, but according to the Union there were 45 men directly and 175 men indirectly involved.

These two disputes became merged in a general strike which began on July 4, and affected about fifty firms directly. It was reported by the Builders' Exchange that from 600 to 700 bricklayers and 500 masons were out, but on July 12, half the men claimed to be back at work. It was stated by the Secretary of the Builders' Exchange that no official notification of the cause of the strike had been received by him, but in another report it was stated that the object of the strike was to obtain recognition of the union and "closed shops." While no formal settlement of this dispute took place. nearly all the strikers were reported to have returned to work on the terms demanded before the end of the month and industrial conditions ceased to be affected by the dispute.

Strike of Iron Moulders at Montreal, Que.

On June 30, a strike of twenty-five iron moulders of the Parker Foundry Company took place at Montreal, Que., and continued throughout July. It was alleged by the employers that the strike was called on account of their refusal to accede to demands made by a representative of the Moulders' Union that none but members of the Moulders' Union be employed, that their walking delegates be allowed to enter the shop, and that such matters as the hiring of new help and the amount of production per day be brought before a committee of three union men in the shop. The Company claimed that they were paying as high wages as any foundry in Montreal, if not higher, but that they had always operated an open shop. It was stated by the Moulders' Union that the cause of the dispute was the refusal of the Company to increase the minimum wage from $2.75 to $3 per day of ten hours, and to establish a 'closed shop.' During July the Company secured a number of new hands to replace the strikers, but at the close of the month it was still affected by the dispute.

Strike of Cotton Mill Hands at Hamilton, Ont.

No particulars were received with reference to a strike of cotton mill hands at Hamilton, Ont., which began on May 5, but conditions ceased to be affected by the dispute. The cause of the strike, which involved about 125 male and 150 female employés, was the refusal of the employers to grant a demand for an increase of ten per cent. in wages.

Strike of Carpet Weavers at Guelph, Ont.

A strike of brussels carpet weavers which took place at Guelph, Ont., on December 11, continued throughout July, no settlement being reached. The dispute arose from a demand for extra pay for overtime and general dissatisfaction with the conditions of employment. About twenty-eight men were directly involved in the dispute, and twelve indi-

rectly, but many of the strikers had sought work elsewhere, and some of their places had been filled.

Strike of Brewery Workers at Hamilton, Ont.

On June 30, a strike of brewery workers took place at Hamilton, Ont., on account of the refusal of the employers to sign a new agreement providing for an increase of from $1 to $2 per week in wages, with time and one-half for overtime and a reduction in hours to fifty-five per week in the summer and fifty in the winter. Under the old schedule the hours ranged from ten to fourteen per day, some employés being required to work seven days in the week. Two firms and about sixty-five men were affected by the dispute. The employers at first offered a compromise of an advance of 50 cents per week, with no overtime pay, but this was rejected. On July 2, the demands of the strikers were conceded and work was resumed.

New Disputes.

The new disputes of the month comprised strikes of conductors and trainmen of the Grand Trunk Railway Company, bricklayers and masons at Montreal, railway carmen of the Canadian Northern Railway, machinists and engineers at Vancouver and New Westminster, B.C., moulders at Montreal, Que., lumber mill hands at Megantic, Que., and unskilled labourers at Vancouver, B.C., Macleod, Alta., and North Toronto. Ont.

Strike of Employés of the Grand Trunk Railway Company.

On July 18, a strike was declared affecting conductors and trainmen of the Grand Trunk Railway Company and subsidiary lines. The cause of the dispute was the failure to reach an agreement with reference to wages and general conditions of employment. The matter had been referred to a Board under the Industrial Disputes Investigation Act, without, however, securing in this way an adjustment. It was reported that 2,500 men were involved in the dispute in Canada, and 1,500 in the United Sates. No settlement of the strike took place during the month, but efforts were made to reach an agreement through the friendly mediation of the Honourable the Minister of Labour, which were finally successful on August 2, when the strike was declared off.* The settlement was closely on the lines recommended by the Board.

Strike of Carmen and Steamfitters of the Canadian Northern Railway.

On July 7, a strike was declared by about 600 carmen and steamfitters of the Canadian Northern Railway Company from Port Arthur to Edmonton, on account of the refusal of the Company to grant a demand for an increase in wages. It was alleged by the men that they were working for the same wage as in 1906, and that living expenses had since then increased fifty per cent. The dispute was referred to a Board under the Industrial Disputes Investigation Act, which presented a unanimous report on June 24. The finding of the Board was not accepted by the men, who alleged that in many instances it would reduce their earning capacity by ten per cent., would increase the working hours of the relay men from ten per day with overtime for Sundays and holidays to eleven hours per day and straight time for Sundays and holidays. No settlement of the dispute was effected during the month but it was stated that a large number of the steamfitters who went on strike obtained employment elsewhere.

Strike of Machinists and Engineers in British Columbia.

On July 5, a strike of machinists and engineers took place on the Pacific Coast principally at Vancouver and New Westminster, B.C., on account of the refusal of the employers to grant a demand for a reduction in working hours from nine to eight per day, and an increase in wages from 40 to 45 cents an hour. The dispute affected about fifteen firms and 160 men, of whom 140 were machin-

*A further account of this dispute is given in a special article on another page of the present issue.

TABLE OF TRADE DISPUTES DURING THE MONTH OF JULY, 1920.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employés affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly.	Indirectly.	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Mining—											
Coal miners	Springhill, N.S.	For recognition of union, increase in wages and against conditions of employment	1		1,000				Aug 10 '9		No settlement reported, but places of many strikers were filled.
Building trades—											
Stone masons	Montreal, Que.	For increase in wages and recognition of union	1		30				June 6		No settlement reported at end of month. (See general strike on July 4.)
Bricklayers	Montreal, Que.	Against employment of a foreman	1		45		175		June 20		No settlement reported at end of month.
Builders' labourers	Toronto, Ont.	For increase in wages from 25 to 28 cents an hour, a 9-hour day, and time and one half for overtime	75		400				June 1	July 26	Strike declared off, nearly all strikers having secured work at increased rate.
Metal trades—											
Sheet Metal Workers	Vancouver, B.C.	Against declaration of employers for "open-shop"			20				April 8		No settlement reported at end of month.
Iron moulders	Montreal, Que.	For recognition of union and closed shop	1		25				June 30		No settlement reported, but places of some strikers were filled.

Textile trades—													
Carpet weavers	Guelph, Ont.	Demand of men for extra pay for overtime, and general dissatisfaction with conditions	1		28		12		Dec.	11		No settlement reported at end of month.
Cotton mill hands	Hamilton, Ont.	Demand for ten per cent. increase in wages	1		125	150			May	5		No settlement reported at end of month, but conditions ceased to affected.
Food and tobacco preparation—													
Brewery workers	Hamilton, Ont.	For increase in wages of $1.50 per week, extra pay for overtime and shorter hours	2		75				June	30	July 2	Demands of men granted in full.

DISPUTES WHICH BEGAN DURING THE MONTH.

Lumbering—												
Mill hands	Megantic, Que.	Increase of 20% in wages	1						July	9	July 26	Men returned to work at old rates.
Building trades—												
Masons and bricklayers	Montreal, Que.	For recognition of union, and closed shops	50	52	1,200	2,500			July	4		No settlement reported, but nearly all strikers returned to work on terms demanded, and conditions ceased to be affected.
Metal trades—												
Machinists and engineers	Vancouver and New Westminster, B.C.	For increase in wages from 40 to 45 cents per hour and diminution of hours from 9 to 8	15		160				July	5		No settlement reported at end of month, but two firms employing fifteen men granted requests.
Moulders	Montreal, Que.	For increase of wages from $2.75 to $3 per 10-hour day	1		23				July	23		No settlement reported at end of month.
Food and tobacco preparation												
Cigar makers	Montreal, Que.	Against employment of an alleged strike-breaker	1						July	22	July 25	Places of strikers were filled.
Railway service:—												
Conductors and trainmen	Grand Trunk Railway system east of Chicago	For standardization of wages and general conditions of employment	1		2,500				July	18		Strike settled August 3. See special article elsewhere in the present issue.

TABLE OF TRADE DISPUTES DURING THE MONTH OF JULY, 1910.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employés affected.				Date of commencement.		Date of termination.		Result.
					Directly.		Indirectly.						
			Directly.	Indirectly.	Males.	Females.	Males.	Females.					
Checkers and truckers	Brantford, Ont.	For increase of wages, checkers 16 to 18 cents per hour; truckers from 14½ to 16½ cents per hour	1		25				July	2	July	7	Checkers' wages increased from $42 to $45 per month. Truckers' wages increased ½ cent per hour.
Railway carmen and steamfitters	Canadian Northern Railway System from Winnipeg to Edmonton	For increase in wages	1		600				July	1			No settlement reported at end of month.
Unskilled labour— Labourers	Vancouver, B.C.	For increase of wages from $2.50 to $2.70 per day	2		250		24		July	18	July	25	Majority of strikers returned to work, others obtained work elsewhere.
Labourers	Macleod, Alta	Increase in wages from $2.50 to $2.75 per day	1		20				July	9	July	23	Work resumed by some strikers, places of others were filled.
Civic labourers	North Toronto	For increase in wages from 22 to 25 cents per hour	1						July	28			No settlement reported at end of month.

*Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention moreover, is not made of disputes involving less than six employés, or of less duration than twenty-four hours.

ists and twenty were engineers. No settlement of the dispute took place during the month, but two firms employing fifteen men granted the demands.

Strike of Iron Moulders at Montreal, Que.

On July 23, a strike of twenty-five iron moulders of the Caledonia Iron Works took place at Montreal, Que., on account of the refusal of the employers to grant a demand for an increase in the minimum wages from $2.75 to $3 per day of ten hours and a closed shop. No settlement of the dispute took place during the month, but it was reported that the firm had seven men employed, and that its work was being done in other foundries.

Strike of Lumber Mill Hands at Megantic, Que.

A strike of lumber mill hands was reported in the press to have taken place at Megantic, Que., on July 9, on account of the refusal of the Lake Megantic Pulp and Lumber Company to grant a demand for an increase of twenty per cent. in wages. It was further reported that the men returned to work on July 26, at the old rate. No particulars as to the number of men involved were received.

Strike of Cigar Makers at Montreal, Que.

On July 22, a strike of Cuban cigar makers of the firm of Messrs. Davis & Sons, took place at Montreal, Que., on account of the refusal of the employers to dismiss a workman who was alleged by the others to be a strike-breaker. It was claimed by the firm that only a small number of men were affected by the dispute, and that two days later their places were filled.

Strike of Checkers at Brantford, Ont.

On July 2, a strike of twenty-five checkers and truckers of the Grand Trunk Railway Company took place at Brantford, Ont., on account of the refusal of the Company to grant an increase in wages, the checkers demanding an advance from 16 to 18 cents per hour, and the truckers from 14½ cents to 16½ cents per hour. Work was resumed on July 7, a settlement being reached by which the wages of the checkers were increased from $42 to $45 per month, and the wages of the truckers from 14½ to 15 cents per hour.

Strike of Labourers at Vancouver, B.C.

On July 18, about 250 labourers at Vancouver, B.C., stopped work on account of the refusal of two firms to grant their demand for an increase in wages from $2.50 to $2.70 per day. By July 25, the strike was over, most of the strikers having returned to work at the old rate, while the others had obtained employment elsewhere.

Strike of Labourers at Macleod, Alta.

On July 9, a strike of twenty labourers occurred at Macleod, Alta., on account of the refusal of the employers to grant a demand for an increase in wages from $2.50 to $2.75 per day. Conditions ceased to be affected on July 23, work having been resumed by some of the strikers, and the places of others being filled.

Strike of Civic Labourers at North Toronto, Ont.

On July 28, a strike of civic labourers took place at North Toronto, Ont., on account of the refusal of the corporation to grant a demand for an increase in wages from 22 to 25 cents an hour. No settlement of the dispute was reported at the end of the month.

The table which is published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of July, and which have been reported to the Department.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

NOVA SCOTIA CASES.

Fisheries Act—Alleged Violation—Damages for Confiscation of Net.

IN an action brought to recover damages from the defendant, a fisheries' officer of the Dominion Government, acting under the provisions of Chapter forty-five, of the Revised Statutes of Canada, 1906, the following were the facts: The plaintiff set his net in the waters off the foreshore of Nova Scotia, but attached thereto by an anchor fastened in the land above high water mark; the land was the plaintiff's land; the net was set in a circular or heart shape with a leader or net running to the shore. The net was set off Fox Point in St. Margaret's Bay, off the shore of Lunenburg County. The defendant, believing the net to be a trap-net, and the plaintiff having no license as required by section seven, of Chapter forty-five, of the Revised Statutes of Canada, 1906, went, in company with the captain and two boat's crews of the Dominion Fisheries' Cruiser *Osprey*, and formally seized the net of the plaintiff, the buoys, headropes, lines and leaders attached, and confiscated them for an alleged violation of the law. The action was brought to test the right of the Dominion Government to give exclusive rights of fishing in waters within the 3-mile limit of the Province of Nova Scotia.

The action was tried by Judge Forbes, a judge of the County Court. In his judgement he said, in substance, that the law had been settled by certain decisions, which he named, that the Dominion Government has no exclusive jurisdiction or proprietary rights in relation to fisheries where these rights were vested in any Province of the Dominion, and also that section ninety-one of the British North America Act did not convey to the Dominion any proprietary rights in the fisheries of the Province. Section four, of Chapter forty-five is a new section intended to comply with the judicial decisions referred to, which made sub-section seven of section forty-seven of Chapter forty-five beyond the power of the Dominion Parliament to enact; "but, in my opinion section four does not add anything to or strengthen the legislative powers of the Dominion, and does not make that good which was before declared bad. The question is now one of fact. Does the license, which the Government required of the plaintiff, give him exclusive rights in Provincial waters?" The defendant himself was called as a witness. The judge held it was evident the defendant improperly exercised exclusive fishing rights on Provincial property, claiming to do so under sub-section seven, of section forty-seven, Chapter forty-five, Revised Statutes; that such section was not a mere "regulation," and so within the powers of the Dominion Parliament, and, therefore, he found that the plaintiff was damaged by the defendant taking up his net and carrying it away, and that defendant had no justification for doing so, as sub-section seven of section forty-seven of Chapter forty-five is still beyond the powers of the Dominion Parliament. It was not necessary to decide whether plaintiff's net was a trap-net, because he held that defendant took up plaintiff's net because he had not a license as required by the Act, and not because it was a trap-net only. Judgement was given for plaintiff for $25 damages and costs.

(Chandler v. Webber, 8 Eastern L.R., 241.)

A Picketing Case.

The Cumberland Railway and Coal Company, a short time ago, obtained an injunction against a number of strikers at Springhill, forbidding them to picket workmen employed by the Company. A motion was made shortly afterwards by the Company before Mr. Justice Drysdale to commit one of the men, Jules

Lavergne, for contempt of court, alleging that he had violated the restraining order. The application was refused on an affidavit by Lavergne that he had not committed the violations alleged.

QUEBEC CASES.

Damages to Workman for Electric Shock.

In the jury trial, at Montreal, in the case of Lucien Roy vs. the Shawinigan Water and Power Company, and the Laval Electric Company, the plaintiff sued both companies jointly to recover $10,000 damages for an accident in which his left arm and leg were burned and withered by an electric shock while he was working in a power house belonging to the Shawinigan Water and Power Company, but used to transform the current of the Laval Electric Company. The jury found that the negligence of both Companies in not having the proper appliances in view of the dangerous work that was to be done and the insufficient precautions on the part of the management were the causes of the accident, and they awarded $4,000 damages.

Important Water Rights Case.

An important judgement affecting water powers in the Province of Quebec, was given a short time ago by Mr. Justice L. N. Champagne in Superior Court at Hull. By the judgement the property owners along the Gatineau river are the rightful and legal proprietors of the bed of the river. The importance of it is due to the fact that there are very valuable water powers on the Gatineau, and the judgement affect not only the rights of property owners on that river but also of every river of a similar character in the Province of Quebec. The direct issue was a case by David Marshall and others against Hanson Brothers, brokers of Montreal, with the Attorney-General of Quebec intervening. By the judgement the Province loses principally for it precludes it from selling innumerable water powers along such rivers to companies and others endeavouring to secure possession of these valuable assets, either for immediate development or for speculative purposes.

Damages in Quebec Bridge Case.

A verdict in favour of granting the plaintiff $20,000 damages on account of the injuries which he received when the Quebec bridge collapsed, was brought in by a jury in the city of Quebec, in the case of Daniel Haley against the Phoenix Bridge Company. The case engaged the attention of the Superior Court for several days. The plaintiff, who was one of the victims who went down in the fatal collapse of the bridge in 1907, sued for $25,000. The following verdict was rendered by the jury:—

"The fall of the Quebec bridge was due to a fault on the part of the defence. The fault consisted in an error of the plans.

"The defendants were notified that defects existed in certain chords of the bridge.

"The present condition of the plaintiff is due to the fall of the Quebec bridge.

"The plaintiff has suffered damages to the extent of $20,000."

The verdict was unanimous.

A Case Affecting Sellers and Buyers of Milk.

Charles Quenneville, former milkman, sued in the Superior Court at Montreal, to recover damages from the *Star* Publishing Company, on the ground that statements and illustrations, published in the *Star*, regarding his cow barns on Mullin street, Point St. Charles, were libellous and untrue. In reply, the *Star* pleaded that the statements were true in substance and in fact, and that their publication was justified in the public interest.

After reviewing the various phases of the action, Mr. Justice Guerin said: "The evidence is hopelessly contradictory. The plaintiff has examined a number of his neighbours and friends who testified that his cattle, his stables, his yard, and all his surroundings were scrupulously clean. They are no doubt

honestly convinced of the truth of their statements, and from their standpoint of what they would constitute cleanliness in a milkman's stable and dairy, they have given expression to what they really believed to be true. The weight of evidence, however, is not to be judged per capita of the witnesses. The education, experience, personality and professional culture must be weighed with the number. The testimony of such citizens as Milk Inspector Emard, Chief Food Inspector Dr. McCarry Dr. Paterson, Dr. Latherge, Dr. Dube and Dr. Cormler, following one after the other, makes a very strong presentment against the methods followed by plaintiff, and proves substantially, and in the main, the charges laid at plaintiff's door by defendant's newspaper."

Quenneville had suffered damages by the publication, His Lordship added, "but besides the private interest which Quenneville invokes and which he asks this Court to vindicate by a money condemnation against the defendant, there is another interest, the public interest, which is invoked by the defendant. This public interest is superior to the interest of the individual, and if it be invoked under the restrictions which the law imposes, it justifies the publication and sets at nought the plaintiff's action for damages. To succeed, defendant must prove that the defamatory articles and illustrations are true and that they were published not with malice (that is, with the intention of injuring the individual) but in the public interest.

"The public of Montreal, and of the whole Province are surely interested in securing a pure supply of milk for all the citizens. It is a commodity in daily use by poor and rich, young and old. It has become a necessity for all manner of persons; it is the sole food which will sustain the lives of individuals deprived of their mother's breast. It is of such a delicate nature that it readily absorbs the bacilli of tuberculosis, typhoid and other dangerous infections. If thus tainted instead of being life-sustaining, it carries lurking within it diseases and often-times death to those who assimilate it in their systems by drinking it.

"To obtain pure milk, the cows must be kept clean, the cow barns must be kept clean, and the laws of hygiene must be respected and obeyed. It is only sophistry to argue that a great number of milkmen in Montreal and in other parts of the Province are careless of hygienic methods in handling their milk supply. If they do not obey the laws of hygiene, they should do so.

"In order to obtain a public reform, it is often necessary to point out, to the consideration of the public, concrete cases which demonstrate strikingly the necessity of reform. It is painful to see an individual suffer, but abuses must be eradicated, and the public health promoted; and the public press is justified by the law when it points out cases where individuals, by their methods, are a menace to the public interest.

"In the present case, defendant has proved that the articles and the illustrations complained of, are true in substance and in fact. The evidence disclosed that the publication was not made in malice against the defendant, but was made in public interest. By law, therefore, the publication was justified, and it is not a libel. The action is dismissed with costs."

Workman Fails to Get Damages.

The plaintiff, Dennis J. McLaughlin, while in the employ of the Canadian Pacific Railway Company, as apprentice machinist in the Angus shops, had one of his hands caught in a planer and the fingers badly injured. He brought suit against the Company for $5,000, alleging negligence and carelessness. In the Superior Court, at Montreal, the defendant pleaded that the plaintiff knew and had been told that it was dangerous to gauge the work while the machine was in motion. The jury, after three hours' deliberation, finally brought in their verdict to the effect that the accident was due solely to the plaintiff's fault.

In his remarks after the rendering of the verdict, Mr. Justice Archibald sug-

gested that something should be done by the Company for the boy. It was not in the power of the Company's attorneys, however, to say what it was intended to be done, but they knew that prior to the action the boy was offered work, but he preferred to sue. Mr. Justice Archibald, although not doubting the rightness of the verdict, said he was sorry the boy did not get any compensation, as he had to suffer very much from the accident. He was of opinion, however, that such occasions would become less frequent under the new Compensation Act which provides for the victim of an accident even if the victim is at fault.

Street Railway Case—Responsibilities of Motormen.

It has been decided by a Montreal jury that a motorman on a street car must exercise exact supervision over the course of his car, and that it is not sufficient for him to ring his bell in case of apparent danger, but that he must be ready at any time, to stop his car. That is, the onus for getting out of the way of an approaching car is not necessarily with the pedestrian, but that the man in charge of the mechanism on a car must be ready at all times to stop before damage is caused. In the argument it was shown that this was particularly necessary, since it was always possible that children, lunatics or drunkards might get in the way of street cars, and in such event it was the duty of the motorman to avert an accident. Incidentally it cost the Montreal Street Railway Company a verdict of $5,000 to have this point as to the responsibility of a motorman and of the Company which employs him, decided.

The action in which this point came up was a claim of Mr. Louis Girard, an engineer in the employ of the Public Works Department of the Dominion Government, at Montreal, against the Montreal Street Railway for damages for injuries caused to his infant son. In the evidence it was shown that on a certain afternoon some visitors called at the house of Mr. Girard, on St. Denis street. The door of the house was left open, and Mr. Girard's little son, two years old, ran out. He was noticed by a passer-by near the car tracks, and the alarm was given, when the little boy's mother rushed out. A car was then approaching about 150 feet away, and, according to the evidence, the signal was given for the car to stop. The brakes, however, were apparently not applied, and although the motorman rang his alarm bell, the car continued, and ran down the infant, who was crushed under the fender, the front wheels passing over him and completely severing one of his legs, which was picked up later, quite separate from his body, although the child has since recovered.

The action for damages was brought on the ground that the motorman was the natural pilot, or lookout for a car, since the street in front of him must necessarily be within his view, and he should be prepared to stop in case of emergency. In such case it was contended that it was not sufficient to sound his gong, as it was admitted he did, but that he must be ready to stop his car at any time to prevent injury to those who were not responsible for their actions, such as infants, lunatics or drunkards, just as an engineer on a railway train.

The case was tried by Mr. Justice Archibald and a mixed jury, when some twenty-two witnesses were examined as to the facts, while a lot of expert evidence as to the time in which a car could be stopped was heard, considerable difference of opinion as to this developing. The motorman in his evidence, however, stated that he had only seen the child when it was 15 feet away from the approaching car, when he immediately applied the brakes, bringing the car to a standstill so speedily that only the front wheels passed over the infant.

After hearing the evidence and arguments of counsel, the jury found that the total damages suffered by Mr. Girard amounted to $7,500. They, however, found that the Company was only responsible for $5,000 damages, holding that the parents of the child were responsibe to a certain extent, in negligently allowing the child to stray on the

street. The verdict against the Company was given on the ground that the motorman was negligent in that he might have seen the child in time to stop the car had he been attending to his duty properly.

ONTARIO CASES.

Damages for Loss of Finger.

A verdict for $100 damages was recently awarded Francesca Danno, an Italian labourer, against the Orpen Construction Company, by a jury in the County Court, of the County of York, at Toronto. Danno sued for $300 damages for the loss of a finger, which he sustained while working on sewers. He was operating a pulley and bucket, when, without signal, the latter began to rise, his finger being caught in the pulley, and so badly damaged as to necessitate amputation.

Changes in Dominion Railway Rules.

Four of the nine rules governing Dominion railways were recently discussed and some modifications made by the Railway Commission. Superintendent Murphy, of the Canadian Pacific Railway Company, and Superintendent Brownlee, of the Grand Trunk Pacific, appeared for the railways, while the views of the trainmen were presented by their president, Mr. J. H. Murdoch, and by Mr. S. Berry, of the railway conductors.

There was some dispute as to what was meant by the term "double-header." The trainmen complained that some trains were run with one engine in front and another engine five cars back. This practice, they claimed, was dangerous, and the railway company finally promised to abandon the practice as soon as new bridges could be installed at certain points on the line.

Rule No. 1, respecting the equipment of trains with air brakes, was made more definite. Trains may not start now unless seventy-five per cent. of the cars are so equipped, and if there is a breakdown at any point, the train must not proceed beyond the next station.

The rule, as promulgated, with respect to yard engines, permitted an engine to be used for twenty-four hours or in an emergency, even though it were not equipped with certain safety appliances. This rule was rescinded.

The Commission refused to require an additional brakeman where a train contained more than sixty cars and also refused to require a minimum crew of five men upon switching engines. The rule permitting engines "running light" to be without a conductor was limited to 25 miles. This is designed to meet the case of pusher engines required at Scarboro and other points. Some of the demands made by the trainmen were regarded by Judge Mabee as extravagant.

MANITOBA CASES.

Workmen's Compensation Act.—Death of Employé through negligence of Fellow-employé.

In an action brought by the widow of W., on behalf of herself and her two children, to recover damages against the defendant company for the death of her husband, it appeared that W. was killed, while in the service of the defendants, by an explosion of dynamite. The uncontradicted evidence showed that W. knew nothing about the handling of dynamite, and the jury found that A., who was with W., and who was employed by the defendant's roadmaster to do the dynamiting with W., was not a proper person to be so employed. They also found that the roadmaster was aware that he was not, and that the injury causing W.'s death was the result of the roadmaster's negligence in not employing competent men for the work. A. learned from the roadmaster, or from another man working near the dynamiting, that dynamite could be thawed by putting it in a closed pail, and putting the pail in heated water. A., in fact, did this, but he did not leave it long enough in the heated water to thaw, and he and W. heated it near a stove for an hour and a half; some of the evidence showed that they heated it over the stove. It did

not appear that the roadmaster or any one else told A. or W. the length of time that it would take dynamite to thaw by the method first employed, or that they should pursue that method until it thawed, or that they were to take no other means of thawing it. It was held, with some hesitation, by Mr. Justice Richards, who tried the action with a jury and on the findings of the jury, that, in the absence of more specific instructions to A. and W., the finding of negligence by the jury was not such as reasonable men could not arrive at. It was also held that the roadmaster was a fellow-servant of W., and, therefore, the plaintiff could not recover at common law; but the negligence of the roadmaster was the negligence of a person in the service of the employer who had superintendence entrusted to him, whilst in the exercise of such superintendence, within the meaning of section three of the Workmen's Compensation for Injuries' Act; and the plaintiff was entitled to recover the damages assessed by the jury as limited by that Act, namely, $1,500.

(White v. Canadian Northern Railway Company, 14 Western, L. R., 49.)

ALBERTA CASES.

Actions by Employés of Coal Companies.

Three suits for damages against coal companies, by employés or relatives of former employés, were heard before Judge Carpenter, at a recent sitting of the District Court, at Coleman.

The first case was Van Duren vs. International Coal & Coke Company, Limited, for $1,800. The plaintiffs were the wife and five children of Felix Van Duren, who was killed in the respondent's mine, February, by being crushed between cars. Eighteen hundred dollars was paid into court, and the Judge instructed one-half of it to be paid to the widow and the other half invested by the clerk of the court for the children, with leave to apply to the court for further directions in regard to the children's share.

The next case was Carota vs. Hillcrest Coal & Coke Company, the plaintiff, who resides in Italy, being the father of a man fatally injured in an accident at the mine, and sued for $1,800. The court ordered the evidence of applicant in Italy to be taken by commission.

The third was Michael vs. Hillcrest Coal & Coke Company, Plaintiff had his fingers crushed while working in the mine. He continued to work for some time when blood poisoning set in and he was, incapacitated from work from November 29, last, until December 29. The defendants set up that the blood poisoning was not contracted in the course of their employment. The court ordered written arguments to be filed within one week by the solicitors for the respective parties.

BRITISH COLUMBIA CASES.

Damages for Death of Electric Railway Company Employé.

A verdict for heavy damages against the British Columbia Electric Railway Company has been returned by a Supreme Court jury at Vancouver, when Mrs. Thomas Farmer, the widow of a Company employé, killed in the Lakeview accident, was awarded $9,000. The Company set up the defence that Mr. Farmer had used a pass and that, therefore, his widow was not entitled to recover damages. Counsel for the plaintiff produced evidence to show that although Mr. Farmer was travelling on a pass, he had not signed his name to the contract printed on the reverse thereof, and was, therefore, not a party to the agreement. Mrs. Farmer has no children.

Another Similar Case.

A verdict for $12,000 was also rendered by a special jury in favour of the widow and two children of Walter S. Lyon, who was killed in the same accident. The jury awarded $6,000 to Mrs. Lyon and $3,000 to each of the children.

Counsel for the defendant Company, argued that the Company was freed from

its liability in this case, as the deceased had travelled on a pass on the back of which were printed conditions that absolved the Company from liability.

Mrs. Lyon, in her evidence, stated that her husband had his fare with him when he left the house that morning. The pass he carried only entitled him to ride within the city of New Westminster, and, moreover, it had never been signed by her husband.

Mr. Justice Murphy pointed out that since the pass was only for New Westminster it could not be held to be operative on the interurban line. If the deceased had carried such a pass, while it might not entirely free the Company from all liability, it would hardly be just under such circumstances to render a verdict against them. In this instance, there was no evidence that the deceased had travelled free, and they must take all the circumstances into consideration.

Enforcements of the New Immigration Act.

Persons once rejected by an immigration officer and who later enter Canada without official permission, are subject to arrest and on conviction to two years' imprisonment, and to be deported at the expiration of that term. For the alleged violation of this clause in the new Canadian Immigration Act, which came into force May 4, Minnie Haskins and Rose Parks, *alias* Mrs. Ewing, of Seattle, were placed under arrest, at Vancouver. The women attempted to board the vessel at Seattle for Vancouver, but were rejected by the Canadian immigration inspector there. The next day they succeeded in crossing the border by some other route and arriving in Vancouver took the steamer for Prince Rupert. But a telegram to Dr. Reddie, the federal officer at that point, prevented them from landing, their arrest following on their return here. These were the first arrests under the new Act.

The present Act is a great advance on the previous legislation, its chief feature being the two years' penalty and deportation in all cases in which undesirables secretly enter Canadian territory after having been refused admission. The definition of "undesirables" is extremely broad, including even persons who come in the assisted immigrant class, while any Canadian port or ports can be completely closed to any race of people deemed unsuitable to the climate or requirements of the Dominion, or closed to any special class or character of immigrants whom the authorities may think fit to exclude.

THE

LABOUR GAZETTE

SEPTEMBER, 1910.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF AUGUST, 1910.

I.—GENERAL SUMMARY.

LABOUR generally had a very active month during August. Harvesting operations were in full progress and gave employment to many thousands of men. The latest reports received from the North-west Provinces are that yields will be larger than estimated at the close of July. Railway construction progressed rapidly, the demand for labour exceeding the supply in several sections of Western Canada. All branches of transportation had an active month, traffic, freight and passenger, both by rail and water, being heavy. In the fishing industry, the leading incident of the month was the announcement that the salmon catch of British Columbia will exceed earlier estimates and compare favourably with corresponding seasons in previous years. The lumber trade was somewhat quiet, but production was well maintained; recruiting for the winter camps had already begun in the Eastern Provinces, and the outlook is for an active autumn and winter season. Large outputs were reported from the collieries, and reports from the metalliferrous camps were for the most part favourable. Manufacturing establishments in nearly all branches and localities were working to full capacity and with full staffs. Building continued very active, operations being on a considerably larger scale than at the same time last year, a statement which applies also to civic improvement work and other outside employments. The general tone of trade and industry was steady, and although less buoyant than in May or June, owing to the falling off in the western crop estimates, promises to remain favourable for the rest of the season of activity.

Changes in Wages and Hours of Labour.

The following is a statement by industries and groups of trades of the more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during August, 1910.

Lumbering.—The rates of wages offered for skilled workmen for the lumber camps in the Ottawa valley were $4 per month higher than last year.[1]

Building trades.—Plasterers at Ottawa, Ont., had their wages increased from 42 to 42½ cents per hour.

Street railway employés.—Street railway employés at Toronto, Ont., were increased as follows:—

Class.	No.	Old Rate Per hour.	New Rate per hour.
		cents.	cents.
First year men.	200	20	21
Second year men.	300	22	23
Third year men and upw.	800	23½	25

The increase was granted after a reference to a Board under the Industrial Disputes Investigation Act.[2]

[1]See report of Ottawa correspondent.
[2]The full text of the report of the Board is published elsewhere in the present issue.

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

Interruptions to Industries.

Among industrial establishments, &c., destroyed by fire or through other causes, during August, 1910, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.—Machine shop at Londonderry, loss, $15 000.

Barn at Darling Lake.

New Brunswick.—Saw mill at Blackville; store at Leger Corners, loss, $8 000; saw-mill at Hunters' Ferry.

Quebec.—Saw-mill at Aylmer, loss, $10,000; tenement house at Maisonneuve, loss, $2,500; flour mill at Masson, loss, $40,000. At Montreal, grain warehouse, loss $12,000; ice house, loss, $5,000; tenement house, loss, $10,000. Shed and residences at Quebec, loss, $10,000; tenement house at Quebec, loss, $1,500, outbuildings at St. Alexis des Monts, loss, $1,500; church at Ste. Croix, loss, $25,000; outbuildings at St. Hyacinthe, loss, $2,500; church and presbytery at St. Jacques l'Achigan.

Barns at Milan and Stanstead.

Ontario.—Outbuildings and residence at Brantford loss, $1,200; grand stand, Mohawk Park at Brantford, loss, $4,00 ; business block at Brockville, loss, $100,00; saw-mill at Clavering; nineteen stores and houses at Cochrane, loss, $150,000; saw-mill and lumber at Fort Frances, loss, $60,000; engine works (partial) at Huntsville, loss, $1,500; business section of Lindsay; out buildings and two residences at March township, loss, $5,000; town hall at Morrisburg, loss $2,000; dwelling at Niagara Falls, loss, $2,000; incline railway and flour mills at Niagara Falls, loss, $70,000; livery stable and five dwellings at Osgoode, loss, $25,000; tenement house at Ottawa oss, $4,000; stables at Peterborough, loss, $1,000; outbuildings at Port Elgin, loss, $2,000; business section of village of Fournier; saw-mill and lumber at Rainy River, oss, $100,000; boat house and three motor boats at St. Catharines, loss, $1,800; outbuildings and contents at Sandwich East, loss, $3,000; planing mill at St. Thomas. At Toronto, laundry, loss, $1,000; business block (partial), loss, $10,000; wall paper warehouse, loss, $1,800. Shed and contents at Trenton, loss, $1,000; machine shop at Welland; business section of town of Wellandport, loss, $30,000. Barns at Asphodel, Berlin, Hullett, Goderich and Leamington.

Saskatchewan.—Restaurant and store at Kimberley; flour mill at Qu'Appelle, loss, $20,000; printing office at Qu'Appelle, loss, $15,000.

Alberta.—Livery barn and ten horses at Viking, loss, $7,000.

British Columbia.—One million feet of lumber at Fernie; mining plant at Nelson; business section of Phoenix; oil refinery at Port Moody, loss, $50,000. On August 6 the Canadian Pacific Railway Steamer *Princess May* was wrecked off the coast of British Columbia.

Forest fires in the first week of the month caused heavy damages in certain portions of British Columbia.

Conditions in the Industries and Trades.

Conditions of employment during August, in the several industries and groups of trades, throughout Canada, as indicated by reports of correspondents of the *Labour Gazette*, and by information received at the Department of Labour from other sources, may be briefly summarized as follows:—

Agriculture.

Harvesting was in full progress throughout the Dominion, and the demand for labour was correspondingly active. Threshing had been begun in many localities. The supply of labour was generally sufficient, though in some sections a considerable scarcity was complained of. In the North-west Provinces there were fewer complaints in connection with the distribution of harvesters than in 1909.

Interest centered throughout the month on the reports received from the more important agricultural districts with respect to probable yields. A brief summary of the more important estimates received during the month is as follows:—

With regard to the North-west Provinces, crop conditions were reported very variable. It was stated at the close of the month that the yields would be larger than the July estimates. Twelve crop inspectors, sent out by the *Manitoba Free Press*, place the total yield of wheat in the three provinces, at 101,236,413 bushels; of oats, 108,301,090 bushels; of barley, 7,130,770 bushels; and of flax, 7,729,150 bushels. The Saskatchewan Department of Agriculture issued on August 23, the following estimate of the grain yield of the Province:—

Wheat	68,416,000	bushels.
Oats	83,500,000	"
Barley	6,199,200	"
Flax	3,797,590	"
Total Crop	161,912,790	"

Returns from correspondents of the Ontario Departmnt of Agriculture, under date of August 15, indicated that fall wheat was a good crop; winter wheat, an average crop; barley, variable; oats, damaged by rain; peas, light; and hay and clover, best crop of the season. Corn and roots benefitted by recent rains. Pastures and live stock were in excellent condition, but the fruit yield will be poor, especially in the case of apples.

In Quebec and the Maritime Provinces crops were on the whole, a good average. Hay has been an exceptionally heavy crop, though weather conditions were unfavourable for curing, a large quantity was saved in good condition. Pastures have

been in good condition and the flow of milk large.

The crop report issued by the Department of Agriculture of Nova Scotia gives the following estimates:—

Hay—Estimated Yield.

Compared with 1909	123	112	120
Compared with average crop	121	110	118

Oats and Other Grains.

Compared with 1909	107%
Compared with average	105%

Potatoes.

Compared with 1909	95%
Compared with average	100%

Turnips and Other Roots.

Compared with 1909	104%
Compared with average	110%

Indian Corn and Other Forage Crops.

There is about the same acreage. Yield will be about 10 per cent. higher than last year.

Pastures are excellent. There is about 5 per cent. increase in dairy cattle. Beef cattle reduced 1 per cent. Sheep have decreased this year about 3 per cent.

Dairy Produce.

Everything points to a record year for butter and cheese. Pirvate dairying is growing, and figures at present to hand in regard to factory dairying are most encouraging. The Scotsburn Creamery is producing nearly three times as much butter as in 1909, which was double that of 1908. One new factory has been established near Berwick, King's County, and several localities are considering the erecting of factories.

Fruit.

We have finished the optimistic part of our report, and now have to consider the most signal failure of the fruit crop since it became commercially established in Nova Scotia. The most promising variety is the Baldwin, followed by Spys, Kings and Ben Davis. There are odd sections where Gravensteins and other varieties are quite good, but for the most part, they are almost a complete failure. The quality too, promises to be poor.

The above statistics have been based upon the estimate of 150 correspondents, representing every county n the province.

Fishing.

The usual period of inactivity prevailed in the Maritime Provinces, following the close of the lobster season and prior to the beginning of the herring and haddock season. Weather conditions were favourable for coastwise operations. The second trip of the Lunenburg banking fleet has been successful, and many of the vessels left on their third voyage.

The sock-eye season closed in British Columbia on August 24. The total pack was in the neighbourhood of 549,000 cases, which is larger than was expected at the beginning of the season.[2] Salmon prices were firm to upward.

Lumbering.

Conditions in the lumber trade showed little change from July, in Ontario and the Eastern Provinces. Though the general tone of trade has been quiet, prices have been firm, and the volume of shipments steady. In hardwoods the demand was active and trade brisk. The mills were generally very busy, and the supply of logs adequate, though recent reports of rafting operations in the St. John valley indicate that a large number of logs will be hung up until next year. A number of camps have already been opened, and the outlook is for an active winter season. In British Columbia, logging and sawing operations were active and good market conditions prevailed, with prices generally firm.

The wood pulp market was very active, with prices rising.

Mining.

The month was very active in nearly all branches of the industry. The Nova Scotia collieries worked steadily, and large outputs were obtained, though the holiday season somewhat interfered with production. Gold mining was also very active in Nova Scotia. In Quebec, the asbestos and copper mines were very busy, additional employés were required in certain of the copper properties in the Eastern Townships. The Cobalt camp was producing steadily, and was favourably affected by an advance in the price of silver and a reduction in working expenses brought about by cheaper power. The value of the output of the metalliferous mines of Ontario during the first half of the fiscal year, is estimated at $12,620,-781; this includes an increase of nearly one million dollars in the value of silver produced, as compared with that of the corresponding period of last year. The

[2]See report of Vancouver correspondent for details with reference to the catch.

TABLE SHOWING STATE OF EMPLOYMENT

This table is based largely on the reports of the correspondents of the *Labour Gazette* as published in the present in the several trades and industries throughout the Dominion. The table has reference only to the amount of employ- separate headings in the *Labour Gazette*. In tabulating the informations in question, the terms employed are divided as follows: (1) active, very active, (2) quiet and very quiet.

City and district of correspondent.	Agri-cultural opera-tions.	Fishing.	Lumbering (including saw-milling.)	Mining.	Manufac-turing.	Railway construc-tion.	Building trades.
Nova Scotia—							
1—Sydney	Active	Quiet		Active	Very active		Active
2—Westville	Active	Very quiet	Active	Active	Active		Active
3—Halifax	Active	Quiet			Active		Very quiet
4—Amherst	Active	Active		Active	Very active		Active
Prince Edward Island—							
5—Charlottetown	Very active	Active			Active		Active
New Brunswick—							
6—Moncton	Active	Active	Active	Active	Very active	Active	Active
7—St. John	Active		Active			Active	Active
8—Newcastle	Very active	Quiet	Active				Active
Quebec—							
9—Quebec	Active		Active		Active		Active
10—Sherbrooke	Active		Active	Very active	Very active		Active
11—Three Rivers	Very active	Quiet	Active		Very active	Active	Active
12—St. Hyacinthe	Active				Very active		Active
13—St. Johns and Iberville	Active	Active			Very active		Active
14—Sorel	Active				Very active		Active
15—Maisonneuve	Active				Very active		Active
16—Montreal	Active				Very active		Active
17—Hull	Active		Active		Active		Very active
Ontario—							
18—Ottawa	Very active		Active		Active	Active	Very active
19—Kingston	Active	Quiet	Active	Active	Active		Active
20—Belleville	Active	Active	Active	Active	Very active	Active	Active
21—Peterborough	Active		Active		Very active		Active
22—Toronto	Very active				Very active		Very active
23—Niagara Falls	Very active				Very active	Active	Active
24—St. Catharines	Very active				Very active		Active
25—Hamilton	Active				Very active	Active	Active
26—Brantford	Active				Very active		Very active
27—Guelph	Active				Very active		Active
28—Berlin	Active				Very active		Active
29—Woodstock	Active				Very active		Active
30—Stratford	Very active				Very active		Active
31—London	Very active				Active		Quiet
32—St. Thomas	Active				Very active		Active
33—Chatham	Active				Very active		Active
34—Windsor	Active				Very active		Very active
35—Sault Ste. Marie	Quiet		Active		Active		Very active
36—Port Arthur & Fort William	Active		Active		Active	Active	Active
Manitoba—							
37—Winnipeg	Very active		Active		Active		Active
38—Brandon	Very active				Active		Active
Saskatchewan—							
39—Regina	Active				Very active	Active	Active
40—Moose Jaw	Active						Active
Alberta—							
41—Calgary	Active				Active	Active	Active
42—Edmonton	Active				Active	Very active	Active
43—Lethbridge	Active			Very active	Active		Quiet
British Columbia—							
44—Nelson			Very active	Very active			
45—New Westminster	Active	Quiet	Very active		Active		Active
46—Vancouver	Active		Active		Active		Active
47—Victoria	Active				Very active		Very active
48—Nanaimo	Active	Quiet	Active	Active			Active

IN CANADA DURING THE MONTH OF AUGUST, 1910.

issue and is intended to present, in brief and accessible form, a generalized statement as to the state of employment ment prevailing, no account being taken as to wage changes, trade disputes and kindred phenomena treated under into two groups, the order indicating in each, the degree to which general conditions were favourable or unfavourable,

	Metal, engineering and ship-building.	Wood-working.	Printing and Allied trades.	Clothing.	Food and tobacco preparation	Leather.	General transport.	Miscella-neous.	Unskilled labour.
1—	Active	Active	Active	Active	.....	.....	Active	Active	Quiet
2—	Active	.....	Active	Active	Active	Active	.....	Active	Active
3—	Quiet	.....	Active	Active	Active	.....	Active	Active	Quiet
4—	Active	Active	Active	Active	Active	Active	Active	Active	Active
5—	Active	Active	Active	Active	Active	Active	Active	Active	Active
6—	Active	.....	Active	Active	Active	Active	Active	Active	Active
7—	Active	Active	Active	Active	Active	.....	Active	Active	Active
8—	Active	Active	.....	.....	Active	.....	Active	.....	Active
9—	Active	.....	Active	Active	Active	.....	Active	Active	Active
10—	Active	Active	Active	Active	Active	.....	Active	Active	Active
11—	Active	Active	Active	Active	Active	Active	Active	Active	Active
12—	Active	Active	Active	Active	Active	Active	Active	Active	Active
13—	Active	Active	Active	Active	.....	.....	Active	Active	Active
14—	Active	Active	Active	.....	.....	.....	Active	Active	Active
15—	Active	Active	Active	Active	Active	Active	Active	Active	Active
16—	Active	Active	Active	Active	Active	Active	Active	Active	Active
17—	Active	Active	.....	.....	.....	.....	Active	Active	Very active
18—	Active	Active	Active	Active	Active	Active	Very active	Active	Very active
19—	Active	Active	Active	Active	Active	Active	Active	Active	Active
20—	Active	Active	Active	Active	Active	Active	Active	Active	Active
21—	Active	Active	Active	Active	Active	.....	Active	Active	Active
22—	Active	Active	Active	Active	Active	Active	Active	Active	Active
23—	Active	.....	.....	Active	Active	.....	Active	Active	Active
24—	Active	Active	Active	Active	Active	Active	Active	Active	Active
25—	Active	Active	Active	Active	Active	Active	Active	Active	Active
26—	Very active	Active	Active	Active	Active	Active	Active	Active	Very active
27—	Active	Active	Active	Active	Active	.....	Active	Active	Active
28—	Active	Active	Active	Active	Active	Active	Active	Active	Very active
29—	Very active	Active	Active	Active	.....	.....	Active	Active	Very active
30—	Active	Active	Active	Active	Active	Active	Active	Active	Active
31—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
32—	Active	.....	Active	Active	.....	.....	Active	Active	Very active
33—	Active	Active	Active	Active	Active	.....	Active	Active	Active
34—	Active	Active	Very active	Active	Active	.....	Active	Very active	Very active
35—	Active	Active	Active	Active	Active	.....	.....	Active	Very active
36—	Active	Active	Active	.....	Active	.....	Active	.....	Active
37—	Active	Active	Active	.....	.....	.....	Active	.....	Very active
38—	Active	Active	Active	Active	Active	.....	Very active	Active	Very active
39—	Very active	Active	Active	Active	Active	.....	Active	Active	Active
40—	Active	Active	Active	Active	Active	.....	Active	Active	Active
41—	Active	Active	Active	Active	Active	Active	Active	Active	Active
42—	Active	Active	Active	Active	Active	.....	Active	Active	Active
43—	Active	.....	.....	.....	.....	.....	.....	.....	Active
44—	.....	.....	.....	.....	.....	.....	Active	Active	Active
45—	Active	Active	Active	Active	Active	.....	Active	Active	Very active
46—	Active	Active	.....	Active	.....	.....	Active	Active	Active
47—	Active	.....	Active	.....	.....	.....	Active	Active	Active
48—	Active	Active	Very active	Active	Active	.....	Active	Active	Active

collieries of Alberta and the Crow's Nest Pass were producing steadily, most of the mines working full time, and several new mines being opened. On Vancouver Island the collieries have been producing steadily. Conditions in the metalliferous camps of the interior of British Columbia have been adversely affected by the shutting down of the Le Roi mine, and a curtailment of operations by the Canadian Consolidated Mining & Smelting Company.

The Canadian Peat Society was organized at Ottawa in the closing days of July, during a convention of the American Peat Society, held in that city.

Manufacturing.

The output of manufactured goods concontinued steady in nearly all branches of the industry, little change being noted from conditions during the past three months. Skilled female help was still in demand in clothing and confectionery establishments, the latter of which were very active during August. Flour mills were also very busy. The demand for heavy goods was well maintained, and establishments engaged in these manufactures were working full time and with full staffs. The outlook is for a good autumn trade.

Railway Construction.

The various large contracts under way were proceeded with during August as rapidly as the supply of labour and material permitted. In the Western Provinces a scarcity of labour was reported at several points, and some equipment was idle in consequence. Generally speaking, however, the month was a favourable one, and good progress was announced.

With respect to the National Transcontinental Railway, it was stated that the road from Levis, Que., to Moncton, N.B., would be open for traffic in the spring of 1911, only about forty miles of track having to be laid to complete the line between these points. The time for receiving tenders for the super-structure of the Quebec bridge was extended to October 1. The bridge, independent of the approaches, will be carried on two main piers 1,758 feet apart. The cantilever will extend 586 feet on either side of each main pier, the central panel being 586 feet long. From Quebec westerly, the line is now complete for 195 miles. The section from Quebec to Lake Superior Junction will be handed over to the Grand Trunk Pacific Railway Company for operation at an early date. From the Prince Rupert end, 100 miles are ready, and grading on an additional 140 miles nearly completed. Two exploration parties are engaged in connecton with the proposed branch of the main line to Vancouver.

With reference to building operations on the Canadian Pacific Railway during the present year, a large amount of work is being done on the hotels of the Company in Western Canada, large additions being made at Victoria, Vancouver, Lake House, Banff and Sicamous Junction. A new hotel of fifty rooms is under construction at Proctor.

The contract was awarded for the construction of the super-structure of the bridge to be erected over the Saskatchewan river at Le Pas, on the proposed Hudson Bay Railway. Tenders were also called for the rebuilding of the Intercolonial Railway shops at Campbellton, N.B.

General Transport.

The various classes engaged by the transportation companies had a very active month, traffic, both freight and passenger, being heavy. This was reflected in largely increased railway and street railway earnings, and in the increased returns received from canals and seaports. The outlook is for continued activity until the close of the navigation season. An increase of 1 per cent. in the dividend of the Canadian Pacific Railway Company was announced during August.

Returns of the census of Canadian Pacific Railway Company employés resident in Montreal, places the total number at 11,092, representing a total population of probably 40,000 people. It is estimated that the annual distribution of wages by these employés is in the neighbourhood of $12,000,000.

The Trades.

Building.—Building operations continued very active, and a good month was reported by employés in nearly every centre. The latest returns of permits issued in the more important cities show a considerable increase compared with the corresponding period of 1909. Active employment was expected for the rest of the season.

Metal and Woodworking.—Employés in these trades had an active month, nearly all industrial establishments working to full capacity and with full staffs.

Printing.—A good month was reported from the leading centres.

Clothing.—Journeymen tailors were only fairly active, but garment workers had a busy month.

Leather.—Tanners, curriers and leather workers were, on the whole, well employed.

Food and tobacco preparation.—Bakers were active and confectioners very busy. Cigar makers and tobacco workers had a good month.

Miscellaneous.—Barbers, hotel and restaurant employés, &c., had a good month. Tourist traffic was heavy.

Unskilled labour.—This class had a very busy month. The demand for harvesters, railway construction hands, lumber camp employés and workmen on civic improvements were very active, and in some localities greater than the supply.

Canadian Trade and Revenue.

During July, 1910, the total value of imports entered for consumption in the Dominion of Canada, was $36,527,083, compared with $30,046,443 in July, 1909. For the first four months of the present fiscal year ending July 31, 1910, the total value of imports entered for consumption was $145,911,270, compared with $112,148,633 in the corresponding period of the last fiscal year. The total value of domestic exports during July, 1910, was $23,303,641, compared with $24,071,591 in July, 1909. The domestic exports during the four months ending July 31, 1910, were $80,952,578, as against $73,398,595 in the corresponding months of last year. During July, there were increases in exports of the fisheries, animals and their produce and manufactures, and decreases in exports of the mine, the forest and agriculture. The grand total of Canadian trade for July, 1910, was $61,456,570, compared with $56,351,513 in July, 1909, and for the four months ending July 31, 1910, $232,630,260, as against $191,919,304 for the corresponding months of 1909.

According to reports of Trade Commissioners received at the Department of Trade and Commerce, Canada, the total imports of Canadian products into Germany increased from $586,000,000 in 1901, to $796,500,000 in 1908. The principal imports were flour, cattle, food, linseed, apples and fruit, and cheese. An interchange of Canadian coal of Western Canada with Mexican iron, of which large quantities have been discovered, is urged. This, it is stated, would be of benefit to Western Canada in the way of furnishing return cargoes for the boats carrying the Canadian coal south.

Imperial trade.—In Great Britain and the different Dominions of the Empire, openings for Canadian products were reported as follows: For cows hair, British Columbia salmon, dessert pears and apples in Great Britain. The supply of Canadian bacon is not equal to the supply in the British market, in which a large increase in Canadian imports is noted. Complaints have been made of the defective quality of cheese cloths; some consignments have been ripened too rapidly, but on the whole a general improvement has been reported in the make up of Canadian cheese. Nova Scotia cranberries are in demand, if shipped early. In Australia an increase in the imports of Canadian goods is mentioned. In South Africa a large increase of Canadian imports is reported. In 1908, these imports were $2,129,245, and in 1909, $2,397,165, or an increase of $267,920. In Trinidad there were openings for Canadian flour. In the Bahamas, the solicitation of trade by Canadian exporters is urged. The chief articles imported from Canada, are flour, boots, butter and cheese. Only one Canadian

representative has been known to visit Barbadoes, with the result that his firm controls the oats and hay market there. Fish is the leading Canadian import into the West Indies.

Domestic trade.—General business still held a holiday tone. Retail trade was of fair volume for the time of the year and the demand for general lines of wholesale goods was active. Country trade was somewhat quiet during the harvesting, but a good autumn is expected. Money was somewhat easier, and collections fair.

Bank clearings continued to increase; the return for the first six months of the present year show an advance of $434,000,000, or 18 per cent. over the corresponding period of 1909.

The number of failures occurring in the first half of 1910 was smaller than in the corresponding period of 1909, but the liabilities were greater.

At a meeting of the shareholders of the Bank of Nova Scotia authority was given the directors to increase the capital of the Bank from $3,000,000 to $5,000,000.

The July bank statement showed a heavy reduction on call loans abroad, and a moderate credit expansion in Canada, indicating preparations for the crop movement and general confidence in the outlook.

Canadian revenue.—Canadian revenue for the month of July, 1910, amounted to $9,320,586.11, compared with $8,437,438.94 in July, 1909. The total revenue to July 31, 1910, amounted to $35,655,439.45, compared with $30,030,311.91 to July 30, 1909. The total expenditure on capital account during July, 1910, was $2,647,302.47, as against $2,414,922.84. The total expenditure to July 31, 1910, was $5,797,337.93, compared with $6,429,221.47 to July 30, 1909. The leading items of expenditure during July, 1910, were: Public works, railways and canals, $2,471,970.32; railway subsidies, $108,819.20; and bounties, $346,815.38.

Notes.

The building by-law of the City of Toronto has been amended to afford greater protection to workmen employed on scaffolding.[1]

[1] For details of amendment see report of Toronto correspondent.

The Retail Grocers' Association of the Province of British Columbia held its annual convention at Vancouver, B.C.

The wholesale winter rate of milk for Toronto was fixed at $1.30 per eight gallon can; the summer rate was $1.25 for same quantity.

Representatives of daily papers published in the Maritime Provinces organized the Eastern Press Association, at Truro, N.S., on August 24.

Under date of August 1, the previous regulations under the Act respecting the inspection of meats and canned foods were rescinded and a new series of regulations issued.

The Canadian Federation of Labour issued its convention call under date of August 13. In the outline of business to come before the convention it is stated that the chief feature of the session will be to provide for the formation of national organizations of shoe workers and employés in the building and printing trades, and for an extension of the Provincial Workmen's Association to the miners of the rest of the Dominion. The convention will meet at Montreal, on Tuesday, September 13, and following days.

The quarterly statement of the Glace Bay, N.S., Co-operative Society, Limited, announced an increase from 8 to 10 per cent. in purchase dividends. Business for the quarter amounted to $35,498, compared with $23,741 in the preceding quarter. The semi-annual meeting of the Guelph Co-operative Society was held on August 4. Profits were stated to have more than doubled.[2] Favourable reports were received from the New Westminster Co-operative Association for the half-year ended June 30. Sales for the six months were $24,755, an increase of 20 per cent. over the previous term, and 50 per cent. over the corresponding period of the previous year.

[2] See report of Guelph correspondent.

II. REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt. correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions continued favourable during the month, the only change being a slight falling off in the output of some of the larger collieries, largely due to the holiday season. All public works, railways, factories, foundries, the building trades, and outside labour were active.

The Dominion Collieries worked very steadily, and large outputs were obtained. The prospects are bright, and steady work may continue until the end of the shipping season, after which there may be considerable broken time.

The Nova Scotia Steel & Coal Company had a very fair month, although the output was 10,000 tons below the record month of this season, which was June. The falling off is altogether due to the number of men taking short vacations.

The Steel Departments of the Nova Scotia Steel & Coal Company, were very active, and will continue so, as there are large orders ahead.

The Steel Works at Sydney had a good month, all departments worked steadily, and improvements were rushed along with all possible haste. The prospects of the Company continue bright.

The building trades continued active during the month, and prospects are bright until the end of the fall weather, after which most of the outside work ceases

Transportation by rail was lighter than usual, but water freights continue heavy, shipping being brisk.

The wholesale trade was good, and the retail trade was favourably affected by the large quantities of fall goods being opened.

There is no labour unrest in this district.

Skilled labour was generally well employed, but unskilled workmen were plentiful.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Weather conditions were excellent, and crop reports are the best in years. The hay crop was above the average, and grain will be much above the yield of the last two years. Roots and vegetables are also better than other years.

Fishing.—Fishing has been almost a failure in this district. The lobster catch was very much less than that of last year, and the only success obtained was in cod-fishing, and even this can only be reported as fair.

Railroad construction.—Work on the new railway extending the Intercolonial Railway around Little Bras D'or was rapidly pushed ahead, and gave employment to many of the men in the district through which it passed.

WESTVILLE, N.S., AND DISTRICT.

Mr. T. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During August, employment was not as brisk as usual at this season. Some of the collieries worked full time, but others had several off days, chiefly at the Vale collieries at Thorburn. Shipments from the Drummond colliery were about 19,000 tons, and from the Acadia collieries, about 20,000 tons, being a reduction of about 7,000 tons, compared with the corresponding period of 1909. Other industries in the district have had a busy month. The Acadia Coal Company has constructed a large number of workmen's houses, and this has increased activity in and around Stellarton. A number of commodious residences and stores were in course of erection at New Glasgow. No changes in wages or hours of labour have occurred.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were in the midst of their busy season. They have

gathered an abundant crop of hay, and have started the harvesting of the grain crop. Potatoes, turnips and the root crop generally promise well. The small fruit and berry crop was almost a failure in this district, owing to early frosts.

Lumbering was quiet.

Manufacturing.—Busy conditions prevailed throughout the district. The Trenton Steel Works has under construction another large building necessitated by the expansion of trade.

Mining.—This industry was working nearly full time. Prospects for the future are for steady employment. The coke ovens at the Drummond colliery are again in full operation, working to full capacity; the fire-clay mine of the same company has also resumed operations. Some prospecting along the line of outcrops of the Company was being carried on.

CONDITION OF PARTICULAR TRADES.

The building trades were very active, and the metal, printing and transport trades active. Boot and shoe workers were active, and journeymen tailors had a fair month. Barbers were active, as were laundry workers, clerks, stenographers and delivery employés. The supply of unskilled labour was not equal to the demand.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market for August has been very dull. It is years since such dullness prevailed in the building trade, while the work along the water-front has been very quiet. Up to the twenty-sixth of the month, not a building permit had been issued from the City Engineer's office, for any contract valued as high as $2,000. Figures to hand for the first seven months of 1910 show 324 permits for contracts aggregating $241,600, against 351 for the same period in 1909, with the estimated cost of buildings, $422,395, the balance in favour of 1909, showing $180,795. This dullness has affected other lines, such as tailors and shoe dealers, to quite an extent.

During the month the Barbers' Union secured the concession asked, with the exception of two or three small shops. In most cases the employers readily consented. The request of the barbers, which went into effect on August 1, was that any customer entering the shop before 8 P.M., on week nights, and 11 o'clock on Saturday nights, or on nights preceding holidays, would be served, the men refusing to handle those coming in after the hours mentioned.

The printing pressmen are about successfully completing the establishment of a new scale. The old one was a varied one ranging from $8 upwards. The new one will have a uniform minimum scale of $12 per week, the foremen to receive $18. The scale in its entirety has not as yet been completely agreed upon between employés and employers.

CONDITION OF LOCAL INDUSTRIES.

Agriculture is well advanced, hay being exceptionally plentiful. Quotations (wholesale):—

Butter, creamery (boxes), 25-26 cents.
Butter, Dairy (ordinary), 19-20 cents.
Butter, dairy, (rolls), 20-21 cents.
Cheese, large, 12½-13 cents; twins, 13 cents.
Eggs, fresh, 20-21 cents per dozen.
Beef, fore quarter, 8-8½ cents.
Beef, hind quarter, 10-15 cents.
Lambs, 13 cents.
Mutton, 7-9 cents, (scarce).
Veal, 7-8½-cents.
Pork, 10½-12 cents, bacon, 20 cents.

The July crop report for the Province of Nova Scotia issued by Mr. Cumming, secretary for Agriculture, shows that the "Hay crop, immense; grain, potatoes, roots, excellent; pastures, never better; live stock, flourishing—in fact, a record year for the general farmer; but, fruit, a failure."

Fishing.—Early in the month, mackerel were taken in small quantities, at several points, by local fishermen. At the outset indications pointed to big catches, but they were not realized. Some of the hauls sold in the local market for 12½ cents to 15 cents each. The catch was not at all equal to the demand, and some

importations were received from Ireland. The fishermen have hopes for October and November. Cod, haddock and halibut were more plentiful. Much fish was secured for the local market from Lunenburg and Cape Breton vessels.

Lumbering was quiet.

CONDITION OF PARTICULAR TRADES.

All building trades were dull, with the exception of plumbers, who had a fair month. Electrical workers were dull. Blacksmiths were fairly active. Boilermakers and iron ship builders had a fair month, an improvement over July, owing principally to repairing jobs. Other lines were about up to the season's average.

Printers, pressmen and bookbinders had a good month. Tailors were dull. Boot and shoe workers were quiet. Bakers and confectioners had a good average month. Barbers had a fair month. Theatre employés were not active. Laundry workers were busy. Railroad employés were fair, season considered. Unskilled labour was quiet, as were freight handlers and longshoremen.

AMHERST, N.S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Not for three years has there been such an optimistic feeling in industrial circles as at present. Following the depression of 1907 a "working time" period ensured, but during the present year signs of expansion became evident.

The Amherst Boot and Shoe Company, have given a contract to build an extension to their plant of a brick structure 60 by 98 feet. The building will be four stories and will give employment to a large number of additional hands. The Canadian Car Company will also erect a new building 200 by 50 feet, doubling its present size. The Rhodes Curry concern has erected a large warehouse during the month, for the accommodation of the retail trade and many other forward signs can be noted..

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—A record hay crop with indications that the grain and root crops will be equally good is the report from all over the country. The hay crop surpasses all records for years. Fruit crops are a failure but as this is not a fruit district the loss will be light.

Fishing.—The lobster season closed in July and since that time there has been little activity. Herring are reported in abundance.

Lumbering.—Heavy shipments of lumber are being made to European and American market with prices good.

Manufacturing.—Work is very brisk in all lines of industries and a steady demand for labour is reported in many of the factories.

Mining.—The Empire Coal Company at Mascan, has been reorganized and after a long period of idleness will resume operation at once. From all over the country the signs are most reassuring, except at Springhill where the strike still continues and the conditions do not vary much from month to month.

At Chignecto mines there are negotiations going on between the men and management for a new schedule of wages. The two year contract between the two parties interested expired on August 1st. The question will probably be settled without trouble.

CONDITION OF PARTICULAR TRADES.

The building trades have all been steadily employed during the month. There is now a demand for bricklayers and masons; carpenters and joiners are also busy. Painters and decorators report busy month. Iron moulders have been working steadily. All classes indeed, of iron workers have been well employed. Machinists have had steady work. Electrical workers have been busy. Woodworkers have been more than usually busy. Carriage and wagon makers report a good month. Car builders are steadily employed in all departments. Pattern makers have been fairly busy. Printers have found work a little slack, but not more so than usual for the

holiday season. Journeymen tailors are not steadily employed but the garment factories report plenty of orders. Boot and shoe makers exceptionally busy. Ice dealers and drivers are also busy. In the leather trades all lines are actively employed. Clerks report the month dull, due to the holiday season. There is no demand for additional help. Unskilled labour is well employed and more is in demand than the market will supply, but as the time for activity will be short, it would be unwise to go beyond the local market for additional help.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during August differed little from that of July, supply and demand being well balanced.

The usual amount of outdoor work was carried on in the building line. In Charlottetown, good progress was made on the construction of the Heartz Memorial Hall and other buildings.

In the railroad department, there was a considerable amount of activity, the construction of the Elmira branch employing a number of men.

The exceptionally large crops this year have given an encouraging tone to business in general. Prospects are very favourable for a brisk trade in the autumn.

The cold storage system installed by the Island Cold Storage Company, who were assisted by the Provincial Government guaranteeing their bonds to the extent of $25,000, on condition that they throw the cold storage open to the public, is now in full working order.

The volume of shipping is about the same as this time last year. The wholesalers and retailers both report conditions satisfactory.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The hay crop was one of the largest in the history of the Island and was all saved in good condition. Harvesting was started the latter part of the month. The grain crop will also be an exceptionally good one. About one hundred men left for the northwest on the usual harvest excursion, about one-eight of the number who went last year.

Fishing.—Operations in this branch were limited, being restricted mainly to cod and hale fishing.

Manufacturing.—The cheese factories had an exceptionally successful month, the output being about twenty-five per cent. more than the best month in the history of the industry.

Railroad construction and employment.—The building of the works above referred to, and usual routine operations were the chief features of the month. The tourist travel was about up to the usual volume.

CONDITION OF PARTICULAR TRADES.

The building, metal and woodworking trades were active, as were other branches of skilled employment. For unskilled labour there was a fair demand.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were active in all branches represented here, with local supply adequate in most cases to meet demand. Labour bureaus find difficulty in supplying recruits to other parts of the Province. Building was active but confined to the erection of cottages and general repair work. City corporation work was extensive on sewer extensions, macadamizing and permanent sidewalks, employing a large staff of operatives. Wages were $1.75 per diem. Work upon the public wharf is in an advanced state. All local manufacturing concerns, machine shops, etc., are in active operations and with their usual complement of employés. With the re-opening of schools, the compulsory education act goes into effect. New school permits so-

far issued are 250, an excess over last year's. The Royal Commission on Industrial Training and Technical Education held sessions at Moncton, St. John and Fredericton and much evidence from well known educationists, prominent business men and large employers of labour was taken. The sixteenth annual session of the Maritime Board of Trades was held at Chatham, August 17-18, and matters affecting transportation, immigration, and municipal matters discussed. The Maritime Press Association held their annual sessions at Truro, N.S. Retail trade has been good and wholesale trade average. Real estate was quiet but firm. Rents were steady with limited choice. The Wednesday half-holiday was adopted by the J. D. Creghan Co. Ltd., during August and September. No other change in hours of labour was noted. No changes in wages and no cases of friction between employers and employés, were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very active. Upland haying is about completed, the crop being a record one. Marsh haying was commenced and the crop is good. Harvesting has begun with crops very promising. Orchard and small berry fruits are very light. The blueberry crop is a total failure. About 50 from Moncton left on the farm-labourers' excursion to the west, August 26.

Fishing. — Mackerel catches along north shore are reported poor, but cod very good.

Lumbering.—Bureaus advertising for lumbermen offer $26 to $30 per month. The I. C. Prescott limits and mills at Hopewell were sold to an American firm for $75,000 and the G. D. Prescott limits and plant to C. T. White for $80,000.

Mining. — The Maritime Oilfields Company, is still developing its oil and gas fields at Lower Coverdale, two more wells being drilled with satisfactory results. The Albert Mines formerly noted for the production of Albertite have been sold to the Eastern Trust Company for $15,000.

Railroad construction and employment. —The total estimates for July on the National Transcontinental Railway Company in the Province of New Brunswick were $342,949.

CONDITION OF PARTICULAR TRADES.

The printing and allied trades and clothing trades were busy, with bakers and butchers active. Tanners quiet, leather workers busy, barbers active, also hotel, restaurant and theatre employés and laundry workers. Railway crews made good time. Freight handlers were busy and teamsters and express men active. For unskilled labour the demand was good at $1.50 to $1.75 per day. The local supply was about sufficient for requirements.

ST. JOHN, N.B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Business in all trades was exceedingly brisk during the month of August. The opening of the Dominion Exhibition created a demand for carpenters and labourers. The Hassan Paving Company, which has the contract to pave some of the streets, has been advertising for labourers. A lot of repairs have been done to private dwellings and stores, and with the erection of a new brick school house on Wentworth street will give an impetus to the building trades.

The Wilson Box Company has secured an option on Crawford's lumber mill at Brundage's Point, and if satisfactory railway rates and other details can be arranged will operate it in connection with their box mill. Silas L. Gates, of Port William, N.S., has leased five large buildings at Old Fort, St. John West, and will make barrels for the potato trade. About twenty coopers will be employed. Good progress is being made with the construction of the new factory at South Bay to be used by the Woodenware Company. The concrete foundation is nearly completed. The Canadian Pacific Railway Company, is negotiating for the purchase of several properties on Mill and

Main Streets, and if it gets control will expend upwards of half a million dollars. The Halls book store business on King Street is to be wound up for the benefit of the creditors. Bank clearings for the four weeks ending August 25th were $6,278,680, and for the corresponding period last year $5,759,754, being $518,928 greater in 1910 than in 1909 and $336,231 less than during the four weeks ending July 28th of the current year. The deposits in the St. John Savings Bank for the month of July were $59,495.65, and withdrawals $72,788.60. The following are the retail prices of green stuffs: Beets, 5 cents a bunch; carrots, 5 cents a bunch; turnips, 3 cents a bunch; celery, 10 cents a bunch; cucumbers, 2 cents each; cauliflower, 8 cents to 12 cents a head; lettuce, 5 cents a head; squash, 4 cents a pound; cream beans, 40 cents a peck; yellow beans, 50 cents a peck; tomatoes, 8 to 10 cents a pound; peas, 30 cents a peck; corn, 15 cents to 20 cents a dozen; potatoes, 30 cents a peck; The city labourers pay-roll for the four weeks ending August 19 amounted to $13,607.03. The Commission on Technical Education opened a two days' session in St. John on August 18.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Reports from the farming districts are that all crops are looking well, and the hay crop is unprecedently large.

Lumbering.—The returns of the St. John River Log Driving Company show that up to August 1st only 72,000,000 or 73,000,000 feet of logs had been rafted, while the lumbermen expected the amount would be upwards of 90,000,000. The amount of lumber stranded up river must be at least 35,000,000, feet. The lumber cut on Crown Lands in the province during the past season will total between 275,000,000 and 280,000,000 feet, and stumpage returns will amount to over $300,000. These figures are larger than for any previous year.

Railroad construction and employment.—There are now only forty miles of rails to be laid on the eastern section comprising District A, of the National Transcontinental Railway Company, and by the fall of 1911 the road will be ready for operation. As the work is nearing completion the estimates are falling off. The total for July was $342,949.73, and for August it will be probably be $100,000 less. The total amount expended to date has been $10,027,478.75, not including steel rails or bridges.

CONDITION OF PARTICULAR TRADES.

The various skilled trades were from active to very active, with unskilled labour in keen demand.

DISTRICT NOTES.

Albert.—The Albert Mines property, purchased a few years ago by John L. Peck, Hillsboro, and J. Nelson Smith, has been sold to the Eastern Trust Company, St. John, for $15,000. The timber areas are not included.

Marysville.—The Gibson Cotton Mill has been sold to the Canadian Colored Cotton Company, of Montreal, the price paid being in the vicinity of $800,000.

St. Stephen.—The depositors and other creditors of the Bank of St. Stephen, received 33 1-3 per cent. on their claims on August 15.

NEWCASTLE, N.B., AND DISTRICT.

Mr. James Falconer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market is active in all lines. The lumber mills are all running full time, and some of them are running day and night. This is the principal industry in this section of the Dominion. There is not as much building going on this season as last year, but mechanics are kept pretty well employed. The Drummond Company has the branch line completed, and the shipping docks ready. They will be shipping iron ore from here about the first of September. The river is being dredged out so that large steamers, such as are used for this work, can come in at all times. The Anderson Furniture Company property

has been sold. Business has been very good this summer, both wholesale and retail. There is no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have about finished harvesting the hay crop, which is the heaviest in several years. The season has been bad for making it. Taking the crops in general, it is a good year for the farmer. Wheat is not very good, but oats, potatoes and turnips are heavy. There will be less hay imported this year than for some four or five years.

Fishing.—Trade was better than last season. The salmon fishing was good. The season for fishing ends August 15.

Lumbering will be brisk this winter. There are a number of men in the woods already, which is earlier than usual.

Railroad construction is active here. Morrison & Clark, who have the contract for the new line from Nelson to Chatham, have a large number of men at work, and are looking for more help.

CONDITION OF PARTICULAR TRADES.

The building trades are all busy, and mechanics of all trades are active and will be until the close of the season. The carriage business, which has been very quiet for two or three years, has been active this summer, and prospects are good for the winter.

QUEBEC, QUE., AND DISTRICT.

Messrs. E. Little and *P. J. Jobin, correspondents,* reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month has been a remarkably good one for labour in this district, especially in the building trades. The Quebec Railway, Light and Power Company has commenced to construct the extension of its electric road to Sillery. Work upon the Quebec bridge was actively pushed forward, some 600 men being employed upon it on the north shore. The transfer of the Champlain market property has been completed, the contract being signed and the purchase price paid. One clause of the contract is to the effect that work on the new station to be erected upon this property must begin not later than November 1, 1910. The dredging of the mouth of the St. Charles river was also started. These works, along with the extensive building operations under way in the outlying and unannexed suburbs of Quebec, have caused an increased demand for labour. Mr. Joseph Ballantyne, plumber of Montreal, has been awarded the contract for lighting, heating, introduction of water and ventilation into the new technical school in St. Roch. The contract price is $53,000.

The large caisson built by Messrs. M. P. Davis and J. T. Davis, contractors, to be used in connection with the construction of the new Quebec bridge, was successfully placed in position on the north side of the St. Lawrence river, on the afternoon of August 1.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Haymaking was completed; the crop was a very heavy one and saved in excellent condition. The harvesting of grain is also well advanced, and the crop will be a good one. The root crop also promises well. If conditions continue favourable, the present year will be an excellent one for the farmers.

Railway construction.—The new road from Ste. Flavie to Matane has been well advanced, the grading being completed to a point below Sandy Bay. Grading on the Ha Ha Bay Railway is nearly completed, and the laying of rails will soon commence, a steamer cargo of rails being at present landed at Chicoutimi for this purpose. Work on the Quebec division of the Transcontinental railway is also being pushed forward rapidly, and it is expected that the section between Harney Junction and Quebec will be completed by this fall.

CONDITION OF PARTICULAR TRADES.

Lathers, palsterers and stone cutters were active. Bricklayers, masons, car-

penters, joiners, painters and builders' labourers were busy. Plumbers, gas and steamfitters were quiet. Electrical workers were quiet, but the other metal trades were busy, as were also the woodworking trades. Bookbinders were active and printers and pressmen, busy. Glove makers and boot and shoe workers were quiet, but journeymen tailors and garment workers were busy. Cigar makers were quiet, as were also the different branches of the leather trades. Hotel, restaurant and theatre employés were very busy, Laundry workers were busy and furriers were quiet. Railway employés were active. Steamboat men were busy. Ship labourers were dull, but longshoremen were active. Street railway employés, cab drivers and teamsters were busy. The supply of unskilled labour was equal to the demand.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were fairly active during August, all factories and lumber mills running full time, and the supply and demand being about equal. Wholesale and retail trades show an increase over last August. Rates of wages remain the same, and cordial relations exist between employers and employés.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting.

Fishing.—This industry was rather dull.

Lumbering.—All lumber mills were running full time and some of them overtime.

Manufacturing.—All factories are doing well, some of them running till midnight.

Railroad construction.—The Canadian Pacific Railway Company has completed the St. Maurice Valley line up to Grand Mere, which has been in operation since the middle of August.

The Shawinigan Water & Power Company has begun the construction of a few substantial buildings for the installation of additional transformers for the supply of electric power to the factories of the city.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters, decorators and paper hangers, plumbers, gas fitters, stone cutters and all employed in the building trades were active. The metal engineering and ship building trades were also fairly active. Woodworkers, upholsterers, varnishers and polishers, carriage and wagon makers and pattern makers report an extra good month. Printers, pressmen and bookbinders had a fairly active month. Journeymen tailors, garment workers, glove makers and boot and shoe workers had to work overtime. Bakers and confectioners, butchers and meat cutters, ice drivers, cigar makers and tobacco workers were very busy. There has been an improvement in the leather trades in August over last year, and especially over preceding month. Barbers, clerks, stenographers, delivery employés, furriers, hotel, restaurant and theatre employés, and laundry workers, all reported a busy month. Transportation has been active throughout the month in all branches. There has been a good demand for unskilled labour, but the supply was about equal.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour has been exceptionally well employed during August. The building trade is busy, as well as all other industries. The work on the new dam and power house of the Sherbrooke Power & Railway Company is being rushed to completion, and a large number of men are employed, work being carried on day

and night. The Bishop Construction Company is taking on every available man, and if any man was idle during the past month it was because he did not wish to work. The Sherbrooke Power & Railway Company will start a large gang of men this month in the extension of the street railway system. The rails are expected in a few days, and as soon as they come to hand, work will be commenced. This Company, before the work is finished, will have spent many thousands of dollars. The annual exhibition also called for a large number of extra help, both male and female. With the work now contracted for, there should be a good demand for all kind of help up until the end of the season.

The several machine shops and other industries are all affected by the rush of work, and the city, so far as work is concerned, was never so busy as it is at present. There is a steady influx of population, and the figures taken by the city assessors show that there has been a steady growth in the population during the past year.

The City Council has adjusted the electric light schedule, which has caused so much contention since the city took over the works. The new schedule calls for a uniform rate of 6 cents per kilowatt, with a discount of five per cent. This means that the small consumer gets a better rate, while all churches, hotels, convents, &c., that had previously a special rate, are on the same basis as mentioned.

Retail merchants report business as having been exceptionally good during the month. There was no unrest among workmen, with the exception that the bricklayers on the new Mitchell block went out for a few hours because they contended the contractor had put a labourer to do work which ought to have been done by a skilled man. The matter was amicably adjusted between the men and contractor.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers have secured their hay and grain in good condition. A special report from all over the Township goes to show that the yield of hay and grain is above the average of the past few years. The root crop is also reported good, with the exception of potatoes, which, in some sections, is reported to be light. Considerable loss has occurred by barns filled with hay being struck by lightning. Taken as a whole, the farmers of the Township have had a good season. There is still a large quantity of cream being shipped to the United States, which means that the butter production is short, and as a consequence the price keeps high. It is claimed by those who ship cream that the return is larger than if the cream was turned into butter.

Lumbering.—There is not much change in the lumber industry, and while there have been inquiries for large lots of pulpwood, the owners will not sell, as they claim the price ought to be higher. There are large quantities lying at the various sidings, and unless the same is cleared off this fall there will not be the same demand for men to go to the woods as in former years.

Manufacturing.—All industries are running full time.

Mining.—This industry is very busy, and more men are wanted in several of the large copper properties.

CONDITION OF PARTICULAR TRADES.

All branches of the building trade were busy, and will remain so for some time in order to complete the work in hand. Printers, pressmen and bookbinders were very busy during the past month. Journeymen tailors and garment workers were active. Bakers and confectioners were very busy, while cigar makers had an active month. Miscellaneous trades had a busy month, as also were street railway employés, cab drivers, teamsters, &c. Unskilled labour was in much demand.

SOREL, QUE., AND DISTRICT.

Mr. J. A. Chênevert, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The construction of a break-water, 500 feet in length, by 7 feet in width, will give

employment to about forty men for more than three months.

Besides the dredges already under way as the government yards, work has been started on a new wooden tug boat, to be finished by next spring, which will necessitate an increase of the working force at the yard.

More than 14,000 tons of iron ore have arrived at this port this season from Port Huron, Pennsylvania, and 16,000 tons more are expected before the close of the season. The ore is transhipped here from American canal boats to the steamers of the Dominion Coal Company, and sent to Sydney, N.S. About 35,000 tons of coal are also received here during the season for the Department of Marine and various navigation companies.

Wholesale and retail dealers are satisfied with conditions.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The crops were execellent, hay being gathered in a fair condition. The grain and vegetable crops were plentiful and of a fine quality.

Manufacturing.—The various factories are in full operation, and are increasing their working force, with the exception of the agricultural implement factory, which will, however, resume its activity in October.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. Victor Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during August has been excellent. The building trades had a good month, as many new buildings are under way. The repair work on the cathedral is progressing rapidly, and is giving employment to many. Sash and door manufacturers had a good month. The leather industry was active, but not as active as in the corresponding month of last year. The stiffener and innersole plant had an exceptionally active month. Musical instrument manufacturers were very busy, and the new Canada Pipe Organ Company has many orders on hand, and is in need of more help. The boot and shoe factories had a fair month, working with an almost full staff. Outside work has been good for unskilled labour. Retail trade was more active than in the preceding month, and the prospects are very encouraging for the fall season. Wholesale trade is improving all the time. Banks report a good month, with easy collections. There was no change in the rate of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The general condition of agriculture was very good during the month. There is plenty of hay of a fine quality, in spite of the frequent rainfalls during the last few weeks. Vegetables are in abundance, but prices are high; fruits, apples, &c., were plentiful, and sold well. Dairy products are in good demand and bring profitable prices. The condition of farm employment has been excellent, the demand exceeding the supply, and high wages were paid for that class of labour.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, lathers, plasterers and all the other building trades were fairly busy. Building labourers also had a good month. Plumbers and gas and steam fitters had a good month. Iron moulders, iron workers and heplers, machinists, steam engineers, electricians, blacksmiths, boiler makers and horse shoers had a fair month. Woodworkers were fairly active. Printers, pressmen and bookbinders were fairly active. Journeymen tailors and garment workers had a quiet month. Boot and shoe workers had a fair month. Bakers, confectioners, butchers, meat cutters and ice drivers had an active month. The leather trades had a fair month, with orders enough to keep the men at work all the time. Barbers, clerks, delivery clerks, hotel and restaurant employés and laundry workers were well employed. Railway employés were active. Cab drivers, hackmen, carters, teamsters and

expressmen were well employed. Unskilled labour had an active month and was in good demand.

ST. JOHNS AND IBERVILLE, QUE., AND DISTRICT.

Mr. A. D. Pepin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of labour is active. For outside operations the demand exceeds the supply, and some work will probably not be finished this season, on account of a shortage of labour. The door and sash factories are working with full staffs. The pottery works are very active, and the staff is being increased steadily. The Singer plant is more active than at any time since its establishment here. The Standard Drain Pipe Company has many orders on hand, and has to work overtime. All the other industries are very busy. Shipping was much heavier this year than last. The work of building wharves for the Government is being rushed rapidly, as well as the construction of the Canadian Pacific Railway bridge. Wholesale and retail business was reported very satisfactory for this season of the year. Bank collections were easy.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The hay crop was plentiful, and the grain crop promises to give better returns than for the past few years. The vegetable and root crops are very promising.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers, plasterers, painters and decorators, all report a good month. Plumbers, and steam fitters also report a good month. Stone cutters and helpers are active. Iron moulders, iron workers and helpers, nut makers, machinists and engineers are active. Electricians and linemen report a good month, but shipbuilders, shipwrights and caulkers are rather quiet. Tinsmiths, tool sharpeners, horse shoers, jewellers, woodworkers, and upholsterers report a good month. Varnishers, polishers, wood carvers and carriage and wagon makers are well employed. The printing trades report an active month. Journeymen tailors, garment workers, hatters and glove makers report a satisfactory month for the season. Bakers and confectioners, butchers and meat cutters, ice cutters and drivers are all well employed. Tanners and curriers, leather workers and saddlers had a busy month. Barbers, clerks, stenographers, delivery clerks, furriers, hotel, restaurant and theatre employés and laundry workers were active. Railway conductors, engineers, firemen, telegraph operators and switchmen are active. Trackmen, freight handlers, steamboat men, ship labourers and longshoremen are well employed. Cab drivers, hackmen, carters, draymen and expressmen are all active. Unskilled labour is very active.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. J. F. Girard, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

August was as active a month as July for almost all the trades. Preparations for the Eucharistic Congress have been the cause of an increased activity among joiners, plasterers, and unskilled labourers. This activity will naturally give an impetus to business in general. Manufacturers were all busy, some increasing their staff. With the exception of the bricklayers' and masons' strike all is quiet in the labour market. A number of masons are unoccupied. The bricklayers are all working in spite of the strike, being employed by 176 employers who have made a two-year arrangement.

CONDITION OF PARTICULAR TRADES.

All the building trades were very active, with the exception of masons. Bricklayers, plasterers and building labourers

were unable to meet the demand. The metal trades were well employed. Electricians, blacksmiths, tinsmiths, roofers and horse shoers were in great demand. The woodworking trades were fairly busy, but without being in demand. The printing trades were active. Journeymen tailors were in demand in several shops. Bakers, confectioners, butchers and meat cutters were active, as well as icemen and tobacco workers. Tanners, curriers, leather workers and saddle makers were active, and trunk and bag makers were in demand. Barbers were very busy. Broom makers were fairly active. Clerks and stenographers were active. The other miscellaneous trades were active. The transportation trades were very active and unskilled labour very busy.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All the building trades were exceptionally busy during August, on acount of the building of arches for the Eucharistic Congress which takes place in this city early in September. In some trades men are getting scarce.

Bank clearings in Montreal for the month of July show an increase of twenty-two million dollars over the corresponding month of last year, and of sixty-eight million dollars over July, 1908.

A report prepared by the building inspector shows the value of the building permits issued during the first seven months of the year 1910 was $9,601,140, against $7,783,621 for the twelve months of the year 1909, and $4,285,910 for the first seven months of the same year. The number of permits issued during July, 1910, was 170, representing a value of $3,182,408, against $562,156 for July, 1909, and $391,620 for July, 1908.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—This industry was very active.

Manufacturing. — All manufacturing establishments are very active.

Railroad construction.—There was considerable work done in this line.

CONDITION OF PARTICULAR TRADES.

The various trades were from active to busy.

HULL, QUE., AND DISTRICT.

Mr. E. E. Cinq Mars, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has been very active during August. Men are scarce, and wages are rising. The manager of a large industrial company of Hull declares that unless the flow of workmen from this district to the farming districts of Alberta and Saskatchewan, soon stops, he will have to offer higher wages, or look for men amongst the foreigners engaged in railroad construction. There is no fear of scarcity of labour for the shanties next winter, as a number of tradesmen employed in cities eagerly accept going to the bush for the winter. It is expected that those engaged cutting timber will be paid from $30 to $35, including board and travelling expenses.

There is not a large number of foreigners employed in the city, owing to small works going on, at which they are usually employed. The sewerage service from Flora Lake to the Ottawa river is progressing slowly.

There will soon be room for some fifty labourers at Aylmer, when the construction of a new wharf built by the Canadian Government will be started.

The lumber trade is active, notwithstanding the complaint made by manufacturers to the effect that owing to the American competition from Michigan State and other places, prices are kept low.

Ordinary labourers are paid from $1.50 to $1.75 per day, while the wages of the tradesmen are firm.

The hay crop throughout this district has been very good, also oats and vegetables.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

An active demand for nearly all kinds of labour characterized the month of August. When hiring for the lumber camps began in the early part of the month, men were so scarce that wages went up $4 per month higher than ruled in the corresponding period of 1909. Teamsters, log-cutters, rollers and the best road cutters were hired at $30 and $32 per month, transportation paid to the woods, and release at the end of the log haul. Some firms are paying $35 per month to experienced hands. The highest figure at the beginning of the hiring season last year was $26, and it rose to $30 in the late autumn. Civic improvements, both by day labour and under contract, continued brisk. One hundred men are employed on new granolithic sidewalks, alone, and by the end of the summer, $40,000 will have been spent on these works. Building operations are extensive enough to occupy all the building tradesmen and local contractors. Some structures were held back in the early summer owing to scarcity of brick, and now with the more adequate supply, brick construction is especially active.

Passenger and freight traffic on railways is augmented by fall exhibitions which are being well attended. Incoming freight for Ottawa merchants was delayed through congestion at other points, but still the month showed a good record for freight business. The Customs collections in the port of Ottawa, for August, were approximately $110,000, or $20,000 better than last year. Wholesale trade was equal to the average in all lines except lumber. Clothing manufacturers were very busy.

The International Operative Plasterers' Union, No. 124, numbering sixty members, declared a strike on August 1, when the masters refused to increase their wages from 40 to 45 cents an hour. The Canadian Operative Plasterers' Union, with thirty members, was not affected. 40 cents an hour has been the standard wages for plasterers in both unions for three years. At the end of a week, about ten contractors signed an agreement with the striking union, granting 42½ cents an hour. The Canadian union discussed terms with the masters with the result that an agreement was signed binding the men at the existing wage of 40 cents an hour until May 1. Employés in one of the local breweries, numbering twenty, have applied for a charter from the International Union of the United Brewery Workmen of America.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crops benefitted by the late rains. Corn is reported better than average. Farmers are selling lambs in large numbers. Most meats are 50 cents or $1.00 a hundred cheaper than a month ago.

Lumbering.—Lumber shipping is dull. Demand is strongest for stocks that can be manufactured for sash, doors, flooring, &c. Prices for high-grade lumber are well maintained. Low water hindered the log drive, and some small mills had to curtail sawing.

Manufacturing.—The Continental Bag and Paper Company is erecting a new factory which will begin operations toward the end of the season, employing about forty hands. An automobile factory has been started by the Diamond Arrow Motor Car Company, with some fifteen hands.

CONDITION OF PARTICULAR TRADES.

All branches of the building trades were busy. Stovemakers, machinists, electrical workers, sheet metal workers and blacksmiths were in demand. Kindred trades were in a normal state. Car builders and shop carpenters were busiest among the woodworking trades. All were steadily employed. Printing and allied trades had a brisk month. Factory owners were looking for girls to operate power machines in garment manufacture nearly the whole month. Tailors were

also busy. Harness manufacturers reported an abundance of orders. Demand for other leather wares was quieter. Autumn trade made more work for clerks and delivery employés, but there was no demand for more help. Theatre hands and restaurant help were plentiful. Domestic help was scarce. Stenographers were plentiful. Transport labour was employed to the full capacity of carrying facilities. Unskilled labour was sought for farm, city and shanty work.

KINGSTON, ONT., AND DISTRICT.

Mr. William Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was no pronounced change in the condition of the labour market, as compared with last month. Labour generally seemed fully employed, and very little enforced idleness was reported. The building trades were exceedingly active, trying to make up for the loss of time caused by the strike of carpenters in the early part of the year.

Traffic on the various steamboat and railroad lines was very active. The transportation and banking institutions reported good business.

The wholesale and retail trade was reported in excess of last month, and equal to the corresponding period last year. A slight increase in the various departments of the local branch of the Dominion Cotton mills was reported. A difficulty arose during the month between the stonecutters and masons as to the right to do certain rough work. Up to the time of writing no agreement had been reached.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are very busy and report good crops; farm help is now very plentiful.

Fishing was active during the month.

Lumbering is quiet just now. A busy season is anticipated later and already men are being called for to meet the demand.

Mining was active, several new finds were made in this district.

Railroad enforcement. — Considerable ballasting, etc., was carried on in this district.

CONDITION OF PARTICULAR TRADES.

The building trades have resumed their normal condition and all lines are now active. The metal, engineering, woodworking and finishing trades reported an active month. During the month a number of new engines were turned out by the Canadian Locomotive Works Company, which institution is now running full time. Printers, clothiers, bakers, butchers, ice cutters, cigar makers, tanners, barbers, broommakers, delivery employés, farmers, hotel, restaurant, laundry and theatre employés as well as all branches of the transportation business reported an active month.

BELLEVILLE, ONT., AND DISTRICT.

Mr. H. C. MacDiarmid, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During the past month labour of all classes has been in active demand. All branches of industry have been active, especially since the Grand Trunk Railway strike has been settled. The rolling mills which were closed down for a short time owing to the Grand Trunk Railway strike are again in active operation, also the cement works. Buliding operations are active at present. A large addition is being built to the city hospital, a church hall for Christ Church, and a large addition to the brass works. At the Grand Trunk Railway station premises a large new round house is in course of erection which will cost about $100,000. Other improvements about the station are in contemplation. Transportation on both rail and boat was very brisk.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crop prospects are very good in this locality. Hay and oats

were good yields. Cheese offerings were exceptionally large.

Mining.—At Deloro and other places in North Hastings several mines are in operation and some have recently changed hands.

Railroad construction and employment.—The Grand Trunk round house is being erected here at a cost of $100,000, also other improvements made about the station. The plan of the route of the Canadian Northern through the city has been filed in the registry office here.

CONDITION OF PARTICULAR TRADES.

In the building trades all mechanics were engaged, a number of buildings being in course of erection. The metal, engineering and shipbuilding trades were kept busy, in some cases working overtime in order to keep up with orders. A good month was reported in the woodworking trades. Both job and news printers were very busy the past month. Bookbinders report a good month. Journeymen tailors were kept very busy. The food and tobacco preparation branches were very busy. Nearly all the trainmen who went out on strike have returned to work. Unskilled labour is in good demand.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. J. Arthur Sharp, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has been very active throughout August and showed considerable advance over the corresponding month of last year. Outside work especially in the building trade was very brisk. The supply was not equal to the demand for rough carpenters and bricklayers. The Radial Railway Company will build a new power house at the Auburn dam and extend their railway this fall, giving employment to 200 men. Tenders are called for the erection of a new church for the Murrey St. Baptist congregation; it will be a stone structure. The Peterborough Canoe Company is to extend its factory, doubling their output; the building will cost $10,000. The Wm. Hamilton Company has secured two large contracts for machinery for the development of water power. Mr. Geo. Ball has received the contract for making the new uniforms and overcoats for the employés of the Radial Railway Company. The Collier Electric Company is very busy having received one order from Vancouver for 400 electric irons. This city has been used as a demonstration point for the Machine Telephone, no charge being made; they will now put in some 1,500 new telephones and will charge for the service. The barbers have raised the price of a hair cut to 25 cents.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The rains of the latter part of the month as well as two hail storms created havoc in this locality, some of the farmers have nothing left as a result. Apple buyers are now making tours throughout the country. They report the crop very light.

Lumbering conditions are active and lumbermen find it hard to get men to go to the camps. The mills are also busy; the Peterborough Lumber Company has been cutting 1,628 ties daily the last two months.

Manufacturing.—The metal and wood trades have been very busy but the woollen trade has been very quiet.

CONDITION OF PARTICULAR TRADES.

The building trades were all active; metal workers, electric workers, linemen were very active. The woodworking trades were all well employed. The printing trades report business fair and job shops very busy. Journeymen tailors were busy. Bakers were very busy and butchers and meat cutters were active. Leather workers were active. There was a good demand for unskilled labour.

DISTRICT NOTES.

Port Hope.—Not in thirty years has there been such activity in the building

trade as at the present time. A large brick and steel building for the Central Foundry Company, two additions to the Standard Ideal Company's plant. The Canadian Northern Railway Company's station and a number of good brick dwellings are in course of erection.

TORONTO, ONT., AND DISTRICT.

Mr. Philips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Active conditions continued throughout August, labour of all kinds being well employed. The building trade was particularly busy. Permits were issued during July for 928 buildings of the approximate value of $1,953,285, as against 707 buildings of the value of $1,854,105 in July 1909. During the seven months ending July 31, permits for 3,738 buildings valued at $11,793,883 were issued, as against permits for 2,952 buildings of the value of $10,683,480, in the corresponding period of last year. In consequence of the rapid expansion of the city an unusually large amount of civic work is being undertaken, and the holding of the Canadian National Exhibition which was formally opened on the twenty-ninth, created much additional work. Relations between employers and employed were generally harmonious. The fear of a serious strike which would have entailed much disturbance being averted by the unanimous acceptance by the employés of the Toronto Railway Company on the twentieth of the terms embodied in the report of the Board of Conciliation, as a settlement of the dispute between the men and the Company.

Since the settlement of the Grand Trunk Railway strike, during which freight delivery had been considerably delayed, the business and manufacturing interests of Toronto have suffered greatly from freight congestion. A meeting of the Board of Trade was held on the twenty-third to consider the question, at which a resolution was adopted protesting against the management of the Grand Trunk and Canadian Pacific Railways and urging that immediate steps be taken to place the management of this district on a more stable and efficient basis commensurate with the requirements.

The Board of Control has decided upon the construction of a new dock, 600 feet long by 250 feet wide to facilitate landing from twenty feet freighters on the eastern shore of the harbour just south of the National Iron Works, at an estimated cost of $200,000.

City Architect McCallum has prepared an amendment to the building by-law whereby better protection will be afforded to men working on scaffolds. The principal provisions are as follows:—Joists to be placed on the first floor as soon as the walls or structural steel have reached that level, and covered temporarily in a satisfactory manner, all buildings over three storeys high to be provided with temporary plank stairs from the bottom to the roof of the building; outside scaffolds to be provided from the second floor up with tight plank floors, ten-inch curbs and hand rails 34 inches high, and when buildings are over 60 feet in height the space between the hand-rail and the curb is to be filled in with wire-netting; planking to be erected above scaffolds to protect workingmen from falling tools or materials on buildings more than two storeys high; all scaffolding or temporary supports to be of sufficient strength to carry safely the load to be imposed.

Hobberlin Bros., tailors, are erecting a four-storey building at the south east corner of Richmond and Yonge streets to cost $72,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Harvesting was nearly completed and farmers were busy threshing. Fall wheat yielded well, the crop being in some cases forty-five and fifty bushels to the acre. Potatoes and other root crops are generally good. The yield of ensilage corn has been abundant and there will be plenty of feed for cattle during the winter. Apples have been a failure in some neighbourhoods and the crop is likely to be short. The ground at the close of the month was in a favour-

able condition for fall ploughing, which was being undertaken on a larger scale than usual, indicating an increased wheat acreage next year.

Manufacturing.—There was little change to note in manufacturing conditions, the activity which characterized the last few months being generally well maintained. Orders in most lines have been coming in well, especially since a fair harvest in the West has been assured. The Canada Foundry Company has secured some extensive contracts for bridges, representing an aggregate value of about $600,000. The Nasmith Company, bakers, are constructing a two-storey brick factory and stables at a cost of $50,000 on Duchess Street.

The Canada Cycle and Motor Company are building an addition to their West Toronto plant, consisting of a four-storey building, 90 x 120 feet, to cost with equipment, $100,000.

The Canada Linseed Oil Company is putting up a three-storey brick and concrete mill at a cost of $35,000.

Robert Simpson & Company, Limited, are erecting a wagon storage and harness shop on Dalhousie street to cost $53,000.

Railway construction.—The old Belt line of the Grand Trunk Railway Company is being repaired for traffic between Davenport street and Yonge street, and the completion of the work is expected to enable the road to handle freight traffic more efficiently. Surveyors laying out the route of the new Oshawa Electric Railway Company are working in the neighbourhood of Whitby.

CONDITION OF PARTICULAR TRADES.

Men in all departments of the building trades were busy. Boiler makers, blacksmiths, moulders, machinists, sheet metal workers and structural steel workers all had plenty of work. Electrical workers were generally well employed, but 100 men of the staff working on the Hydro-Electric Power transmission system were laid off temporarily on the seventeenth instant, on account of the delay in delivery of poles. Brass workers, jewellers and silversmiths had an active month.

All classes of woodworkers, upholsterers and piano workers were active. Printers, bookbinders, pressmen, stereotypers and electrotypers had plenty of work. Custom tailors were quiet early in the month but active towards its close. Garment workers, hat and cap workers and boot and shoe workers were active. The trades engaged in food and tobacco preparation had steady employment.

Leather workers had an active month. Railway employés were very busy. Street railway men, teamsters and expressmen were busy, especially during the latter part of the month. Sailors and longshoremen had plenty of work. Hotel and restaurant help, barbers, laundry workers, clerks and salesmen were all busy. Unskilled labour was generally well employed.

DISTRICT NOTES.

Port Credit.—Contracts have been signed for 1,350 horse power of electric energy to be supplied from the electric transformer station to be erected at Port Credit, which, it is expected, will build up a manufacturing district there. Tenders have been received for the electrical equipment of the transformer station.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Early in August, there was some irregularity in the labour market owing to the large number of men released on completion of the Ontario Power Company's conduit and the Hydro-Electric Commission's transforming station. Most of the idle unskilled men left the city, and the general activity in the building trades absorbed the skilled men.

On the whole, industrial conditions were excellent. The building trades were probably the most active, but the metal working trades and electric railway men were also very active. General business was good.

A by-law to build a new fire station at the south end of the city was carried.

Several new industries are to be established at once. The Hawes-Von Gal Hat Company purchased a large factory building and are putting in a plant to employ 125 hands. A United States furnace company acquired an unused foundry plant and will employ twenty-five men. Manufacturers of electric lighting equipment will establish a branch factory here. The Canadian Ramapo Company, manufacturers of railway track equipment, was building a large addition to its plant.

New buildings included several stores and office buildings, a bank, a church, a cereal mill, a wholesale grocery, warehouse with 22,500 feet of floor-space, and many dwellings.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers, gardeners and fruit-growers were very busy. Nearly all crops are heavy and labour was in demand. Though the acreage of tomatoes is smaller, the crop is very heavy. Wheat was an unusually large yield and next year's acreage will be much greater.

Manufacturing. — All manufacturing concerns were busy. Metal working concerns were especially active and cutlery factories reported many early orders. The shredded wheat factory was rushed and the haberdashery factories advertised for female labour.

Railroad construction and employment. The Michigan Central Railway employed a considerable number of men in re-laying its Niagara Division (30 miles) with heavier rails. Freight traffic on steam lines was rather light, but on all lines the passenger traffic was very heavy.

The Ontario Power Company continued to employ about a thousand men in back-filling its conduit-trench, excavating and building concrete walls for its power-house extension and completing its overflow works.

CONDITION OF PARTICULAR TRADES.

Building trades were active. For a time there were some unemployed carpenters and bricklayers, but these have found employment on the many new buildings recently started. Planing mills were very busy. Builders' labourers were quiet. Painters were very busy and plumbers all working. Metal-working concerns of all sorts were busy. Electrical workers and linemen were active. Journeymen tailors were quiet. Barbers, butchers, icemen, and employés of canning factories were busy. Barbers, office empolyés, sales people and delivery employés were active. Hotel, restaurant and laundry employés were busy. The effects of the late strike were still felt in the yards and train services of the Grand Trunk Railway Company. Freight traffic on all lines was light, but passenger train and engine crews were very busy. Electric railways were taxed to their full carrying power by a prolonged rush of passenger traffic. Cab men, carters, draymen were busy and teamsters were in demand. Employment on the Canadian lake marine was good. Unskilled labour was fairly well employed.

DISTRICT NOTES.

Chippewa.—The new carborundum factory was in full operation. Harbour dredging was commenced. A waterworks by-law will be voted on.

Bridgeburg.—The foundry and machine shop was employing more men than for many months past.

Welland.—The town secured several new industries during the month. The Peters overall factory was being erected, the contract was let for the Chipman-Holton Knitting Company's factory; the United Motors Company and the Hamilton Tube Company both decided to locate here. Late in the month announcement was made that Deere & Company, controlling several agricultural implement concerns in the United States, would build a large factory here, also that a large electro-chemical works would be established.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued active, the supply and demand being well bal-

anced. Few idle hands were to be found. Sewer construction work, laying of sidewalks, boulevards, curbing, etc., will give employment to the close of the season. Extra hands have been employed to hasten the work. Ground was broken the early part of the month for the new chain factory at the McKinnon Dash and Metal Works. The building will be 80 x 300 feet, and will be entirely fire proof, of concrete throughout. It is expected the building will be completed in two months, ready for the installation of the machinery. The McSloy Brother's Haircloth factory will remain in St. Catharines instead of going to Merritton as contemplated. The present premises will be enlarged at once to allow them to employ twenty to thirty additional hands and about double the output. The third and final reading was given to the by-law granting the right of way along Carlington street to the Grand Trunk Railway for a siding to the McKinnon Dash and Metal Company's works, and to serve the proposed factories of the Welland Vale Manufacturing Company. The N. C. & T. R. R. have completed laying their tracks along Ontario street to Carlington street, which will be a source of convenience to those residing in that district of the city. All mills and factories are running full time. Business generally was good. The close of the month will see the last of the Wednesday half-holiday for this season. The half-holidays were much appreciated, both by the business men and their employés, and was more largely adopted this year, than previously. Business places with few exceptions closing at 12 o'clock instead of 1 p.m. as in other years. The McLaren Company, employing about seventy hands closed at 5 p.m. each day except Saturday instead of observing the Wednesday half-holiday..

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers and fruit growers were busy and report conditions satisfactory. Hay proved a good crop, and the early small fruits a fair crop. Plums will average well; while in some orchards the crop may be light, in others it will be a heavy one. Abundance plum will be good and Burbank a full crop. The European varieties are heavy in nearly all well tilled orchards. Crops all round will be as heavy if not more so than for 1909. Pears, except Duchess and Keiffer, are a full crop, with Duchess light and Keiffer medium. Peaches from Jourdan to Niagara river while possibly not so heavy will be of better quality and equal in bulk to last season's. Corop grapes are of fine firm quality and come near to giving last season's "record" heavy crop. Trees and vines are all looking well in the orchards, and vineyards of the careful grower who knows the value of this important industry. From three to seven carloads leave St. Catharines station alone daily, the number increasing daily as the crops mature. Not only are the canning factories doing a large business, but shipments are made to many points in the Dominion east and west. Shipments of peaches to the English markets are to be made by the most approved methods.

CONDITION OF PARTICULAR TRADES.

The building trades were active and report conditions fair. All branches of the metal and engineering trades were active with prospects good. The woodworking and furnishing trades were active The allied printing trades were all active. and report satisfactory conditions. Journeymen tailors were active, as were boot and shoe workers, bakers and confectioners, butchers and meat cutters, ice cutters and drivers, cigar makers and tobacco workers. Tanners and curriers, leather workers, saddlers, trunk and bag makers were active. Barbers, clerks, stenographers, delivery employés, hotel and restaurant employés and laundry workers were active. All lines of transportation were active to busy; conditions have resumed a normal state after the strike on the Grand Trunk Railway. Unskilled labour was active to busy, being better employed than for a year past.

DISTRICT NOTES.

Thorold.—The labour market continued active, labour being well employed. The Colonial Wood Produce Company

is building a 30 x 40 addition to its plant which will enable it to increase the output twenty-five per cent. The present output is 14 tons of pulp daily.

Merritton.—All mills and factories are running full time. Work on the new Lincoln paper mill is progressing satisfactorily. The building previously occupied by the Canadian colored cotton works will shortly be occupied by a rubber plant.

Port Dalhousie.—The labour market was active to busy and labour was well employed.

HAMILTON, ONT., AND DISTRICT.

Mr. P. Obermeyer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was very little change in conditions in industrial establishments from those prevailing in July. Factories were running full time and full handed throughout the month, and in some instances, notably in the Canadian Westinghouse Company's works, extra time was put in getting out orders during the greater part of the month.

Good progress is beng made with the buildings for the Oliver Chilled Plow Works Company, and manufacturing will likely be started before the end of the year.

Building permits for August, 1910, were seventy-nine, for $230,000; August, 1909, forty-seven for $102,755, an increase of $127,345. Nearly two-thirds of the increase represents additions to factories, or new factory buildings.

The report of bank clearings for August show that they are nearly $1,000,000 more than for the same month last year, and over $200,000 in excess of the year 1908. The total clearings for the past month amounted to $7,964,544, and last year they totalled $6,980,323, leaving a difference of $924,131. In 1908 the total was $5,496,598, being $2,407,856 less than the past month.

The general prosperity is being felt by the city authorities in the police force and fire department. At present, there is a positive scarcity of applicants, and members are resigning frequently to engage in other pursuits.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Reports from the fruit farms in the district are to the effect that apples will not be plentiful; plums, short; grapes, fairly large yield; peaches, medium; pears, fair.

Manufacturing.—The following factories are making additions to their works: Canada Shovel & Tool Company, International Harvester Company, F. W. Bird & Son, Canadian Westinghouse Company, Hamilton Bridge Works Company. The last named firm, in addition to making considerable extensions to its present works, has purchased a large tract of land in the east-end, which will be utilized for storing stock and turning out light structural steel. A ten-ton travelling crane will be erected there and railway switches from all the roads will run into the new plant.

The Kuntz Brewing Company, of Waterloo, will erect a cold-storage plant at the head of West avenue, to accommodate the demand of its Hamilton trade. The Federal Gas Company, on August 3, applied to the Board of Control for a perpetual franchise to supply natural gas to citizens, at not over 40 cents per thousand feet. The application was refused on the ground that the price to be charged was too high.

A public meeting on August 23, adopted a resolution urging the widening and deepening of Burlington canal, to allow vessels of larger tonnage to come through with supplies for local industries.

Among the new concerns announced as coming to this city, are: The Guelph Specialty Company, pickles, jams, &c.; The Canada Reflector & Mirror Company, branch of a Pittsburgh, Pa., company; The Eureka Smoke Consumer Company, Roehester, N.Y.

The Dowswell Company has changed its title to the Cummer-Dowswell Company, and increased its capital from $75,000 to $250,000. Extensions to its plant are contemplated. The firm makes

wringers, washing machines and kindred goods.

CONDITION OF PARTICULAR TRADES.

Workers in the building trades report work steady, with the supply of labour adequate to meet fall demands. The busy conditions of the previous month continued in all the trades. The congestion caused by the Grand Trunk Railway strike made a lot of extra work on its termination, for the freight crews. The demand for unskilled workmen was fairly brisk, and toward the end of the month, some difficulty was experienced in getting men for the heavier class of work, as required in sand pits, brickyards, sewer pipe works, &c.

DISTRICT NOTES.

Dundas.—Letters patent have been issued in Toronto incorporating the Kerr Milling Company, Limited, of Dundas, with a share capital of $50,000. The new concern has been formed to take over the business of the Kerr Manufacturing Company.

The *Ontario Gazette* contains the announcement of the incorporation of the Chapman Engine and Manufacturing Company, Limited, with a share capital of $200,000, divided into 2,000 shares of $100 each. The head office of the Company will be in Dundas. The Company will manufacture engines, machinery and other goods.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour continued to be well employed during the month, there being a greater demand than during the corresponding month of last year. The building trades are especially busy, the local supply of labour being taxed to handle it. In addition to several new factories and factory additions, a large number of mechanics' residences are being erected. The iron trades also were busy, and extensive preparations are being made for the fall trade which is expected to be very heavy. The Verity Plow Company has let contracts for additions to be completed in two months, at a cost of $60,000, consisting of: Warehouse, 60 x 200 feet, three storeys high; blacksmith shop, 60 x 200 feet, one storey; paint shop, 58 x 100 feet, one storey; core room, 50 x 60 feet, one storey. They expect to employ 200 more men during the winter than formerly. The Penman Manufacturing Company will commence shortly on additions costing $80,000, and will employ 400 additional operatives.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers and market gardeners were very busy. Grain crops are an average yield; fruit is plentiful so far as early varieties are concerned.

Manufacturing.—Manufacturers were very busy, and more factory additions were announced; prospects for a busy fall are bright.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, lathers, plasterers, painters, plumbers, gas and steamfitters were very busy. There has been some demand for extra men. Iron moulders, coremakers, machinists, engineers, electrical workers, linemen, metal polishers, stove mounters, blacksmiths and boilermakers were very busy. Sheet metal workers and horseshoers were active. Woodworkers, carriage and wagon makers, and patern makers, were very busy. Coopers were busy. The printing and allied trades were busy. Tailors and tailoresses were active, with shoe workers busy. Bakers and confectioners were very busy. Cigar makers and tobacco workers were active. Leather workers and saddlers were from active to busy. Barbers, clerks, delivery employés, hotel and restaurant employés were steadily employed. Laundry workers were busy. Railroad trackmen were busy, and freight handlers were very busy. Street railway employés were steadily employed. Teamsters and dray-

men were very busy. Hackmen and carters were active. Unskilled labour was in demand.

DISTRICT NOTES.

Paris.—The factories and mills were very busy. There is still a demand for female labour in the fabric mills. Labour was well employed during the month.

GUELPH, ONT., AND DISTRICT.

Mr. Wm. Drever, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions continued active. All men in the building trades were fully employed, and those engaged in manufacturing were also busy. The Gilson Manufacturing Company is building an addition to its factory which will about double its capacity; the Page Hersey Tube Mill Company is extending its plant to meet increasing trade. The Emery Garment factory has moved into its new factory on Yarmouth street, and will employ additional hands. The City Council has rented the new Morlock building to a boot and shoe company, that guarantees to employ fifty hands the first year, seventy-five the second, and 100 the third year. The Guelph Co-Operative Association held its half-yearly meeting, and the directors reported business good in all branches, there being a total increase of over $7,000 for the first six months of the year, as compared with the corresponding months of last year. Also an increase of profits of $1,232, being more than double, which enables the committee to recommend a dividend of 6 per cent. to shareholders, and 3 per cent. to non-shareholders, on purchases.

Wholesale and retail merchants reported a quiet month. The Brussels carpet weavers strike is still on.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had a very busy month, though the wet weather interfered somewhat with harvesting operations. Threshing is well under way, and crops are up to the average.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers and plasterers had an active month. Painters and decoratiors were well employed. Plumbers, gas and steam fitters had a busy month. Builders' labourers were active. Stone cutters had a slack month. Iron moulders and helpers were well employed, also coremakers, machinists and electrical workers. Stove mounters and blacksmiths, fair. Piano makers were well employed; also sewing machine makers. Pattern makers had an active month. Coopers and carriage workers report a fair month; also printers. Journeymen tailors were quiet, but garment workers were active. Bakers and confectioners had a good month. Barbers, clerks and delivery employés were fairly active. Carters, draymen, teamsters and expressmen were active. Unskilled labour was well employed on street paving and sewer construction work, with the supply and demand about equal.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Grafton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During August all classes of labour, both skilled and unskilled, were fully employed. There was an increased demand for unskilled workers and also a demand for cabinet workers, finishers, carvers, and boot and shoe workers. In some of the factories both male and female employés are needed. The employés of the Kaufman Rubber Company picniced at Guelph on the 25th, numbering over 300; they will have holidays until September 6th, while the firm takes stock. Good progress was made on new buildings, especially on industrial establishments and public buildings. The Dominion Shoe and Slipper Company started on Monday, August 22nd, with ten hands, and will increase this number in the near future. Commercial

activity and bank clearings were reported favourable. Business both wholesale and retail was favourable. There was no change in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy during August with harvesting and threshing. Fall wheat yields well to the acre. Some farmers report having thirty-five bushels, whilst others report as high as forty bushels, to the acre. Oats will also yield well. Sugar beets are also looking well, as are the mangels, and corn. There are several silos being built. A heavy thunder storm passed over this section about two miles south of Berlin, doing considerable damage on Monday the 15th.

Manufacturing establishments were, with few exceptions very busy, in some instances working overtime.

Railroad construction.—Good progress is being made on the construction of the Peoples' Railway between Berlin and Little Germana, and between Berlin and New Hamburg. A large staff of men and teams are grading the road.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters and joiners, lathers, plasterers, painting, decorating, and paper hanging, plumbing, gas and steamfitting, stone cutters and building labourers were very active. The metal and woodworking trades were all active. Printers, pressmen, bookbinders, the clothing trades, bakers and confectioners, butchers and meat cutters, ice deliveries, cigar makers and tobacco workers were active; tanners, curriers, leather workers, saddlers, trunk and bag makers were active. Railroad conductors were inactive, but locomotive engineers, railroad telegraphers, trainmen and switchmen, trackmen and freight handlers, were active, as were street railway employés, cab drivers, hackmen, carters, draymen, teamsters and expressmen. Unskilled labourers were very active.

DISTRICT NOTES.

Galt.—All classes of labour were well employed during the month, though the building trades were not so active. Manufacturing establishments were all very active, with the Scheldans Company working overtime.

Elmira.—The month of August was a busy one for labour generally. Building operations were very active. The brick work was completed on the Great Western Felt Company's factory, and the roof is being put on. All manufacturing establishments were active and in need of help. At the Co-operative Furniture Company, cabinet makers, glue hands, a spindle carver and machine hands are in demand.

Waterloo.—All classes of labour were busy, with manufacturing establishemnts busy and ,in some instances, working overtime, with an increased demand for help.

WOODSTOCK, ONT., AND DISTRICT.

Mr. J. Markey. correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Woodstock has entered upon a campaign of industrial development. Several new manufacturing concerns are said to be within reach, and before long a considerable increase in the industrial activity of the community is expected. Meantime, reports from all quarters continue to be excellent. The farmers in this district are finishing the work of taking in their harvests, and a good deal of threshing has already been done. The farmers appear to have fared very well in the matter of help, as is shown by the speed with which the harvest was gathered. Speaking generally, the harvest has been an abundant one, and the threshing that has been done so far shows the wheat and oats to be of excellent sample.

Practically all the local industries report trade conditions to be very good. In the musical instrument business one firm reports conditions normal, with

bright prospects for the fall trade. Another firm reports that the prospects are brighter this year than last for both the home and foreign trade. The factories are running full time.

The Stewart Stove Foundry reports trade with the West is very good, in spite of unfavourable crop reports, and the prospects are good for continued activity during the autumn. Trade conditions in this line are reported much beter this year than for the month of August a year ago.

The local factory of the Canada Furniture Manufacturers is running full time. Business is reported good, being better than last year.

The wagon manufacturers are busy and report prospects good.

The Oxford Knitting Company's factory has been closed for a week or so, for extension. It will open again early in September, and will employ from forty to sixty additional hands, mostly girls. This factory finds constant difficulty in supplying its demands for girl help.

Reports from other industrial concerns are in a similar strain.

There is some demand for labour, both skilled and unskilled. The Thomas Organ Company could find work for some good woodworkers now, and expects a demand for skilled labour in the fall.

The Canada Furniture Manufacturers could also find employment for some skilled labour, and the Bain Wagon Works could use more unskilled labour. Speaking generally, however, demand and supply are well balanced.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters and builders' labourers are all busy just now, and the prospects for autumn work are fairly good. Moulders, stove mounters, blacksmiths and machinists are busy, but the local demand at present seems to be pretty well supplied. Woodworkers, upholsterers, &c., are working full time, and there is some demand for good men to work in the furniture factory, the wagon factories and the piano and organ factories. The printing trade is reported to be active, but there is no present demand for printers. Reports from various branches of the clothing trade indicate continued activity. The leather trade is also reported good. There is more demand for unskilled labour, both in the factories and in the building trades.

STRATFORD, ONT., AND DISTRICT.

Mr. Joseph T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market has been very active during the month, and men in all branches of trade were fully employed at good wages. The building trades were active, mostly on small buildings; a number of residences are nearly completed. The Dufton Woollen Mills which were destroyed, have been rebuilt with a large addition and expect to be ready for operation with an increase in staff shortly. Gangs of men and a number of teams were employed on the paving of streets and laying of walks, and a number of men were engaged in erecting posts for Niagara power.

Wholesale and retail merchants report trade active. The banks did a good business.

The Customs returns for the port of Stratford amounted to $9,616.93.

There was no change in the rate of wages or hours of labour, and no trouble in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were busy harvesting; threshing has commenced. They report a very good yield, especially of fall wheat. Market prices are:—

Old wheat, $1.03.
New wheat .97 cents.
Oats, 40 cents.
Barley, 45 cents.
Peas, 70 cents.
Bran, $20 per ton.
Shorts, $24 per ton.
Flour, $2.85 per cwt.
Flour, (special), $2.95 per cwt.

Manufacturing concerns continue busy.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers, plasterers, painters, paper hangers, plumbers, stone cutters and builders' labourers were busy. Iron moulders, workers and helpers were busy. Machinists, linemen, blacksmiths, boiler makers were active. Woodworkers, upholsterers, carriage and wagon makers and coopers were busy. Printers were steadily employed. Journeymen tailors and factory workers were very busy. Bakers, confectioners and butchers were active. Cigar makers were busy. Harness makers did a good trade. Barbers, clerks, delivery employés, hotel, restaurant and laundry workers were active. Railway conductors, engineers, firemen, trainmen and freight handlers were busy. Cab drivers, draymen and teamsters were very busy. Unskilled labour was well employed.

LONDON, ONT., AND DISTRICT.

Mr. A. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

General labour conditions, with the exception of the building trades, were active throughout the month. In the foundries, business was brisk, and at the London Bolt & Hinge Works three nights a week overtime were worked. On the resumption of work on the Grand Trunk Railway after the settlement of the trainmen's strike, a rush of business occurred, but traffic has now resumed normal conditions. The other roads were also busy handling the extra freight consigned on account of the strike. Building operations have shown a very large falling off this year; for the month of July there were only seventy-two permits issued, for total of $37,750, compared with sixty permits for a total of $73,808 for July, 1909. This year's permits, so far, are 529, valued at $490,216; for the same period, 1909, there were 600 permits for $630,397.

The number of empty houses in this city is causing considerable anxiety among property holders. A large number of people are continually leaving this section for Western Canada.

The settlement of the trainmen's strike was not altogether satisfactory; although all freight men were taken back, not more than six of the passenger men have been allowed to resume work.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The harvest in this district is better than for some time; roots of all kinds also show a heavy yield. Tomatoes are very plentiful and cheap.

CONDITION OF PARTICULAR TRADES.

Bricklayers report business poor, and a number of contractors have no work on hand. Carpenters are fairly busy. Lathers and plasterers are busy. Painters are slack. Iron moulders are busy, as are also iron workers. Machinists report trade good. Electrical workers and linemen are exceptionally busy. Metal polishers and stove mounters are busy. Carriage and wagon workers are busy. Car builders found trouble getting back some of their help after the week's shut down for the trainmen's strike. Coopers are busy. Printers and pressmen are all employed, and business is good. Journeymen tailors are slack. Garment workers and boot and shoe workers are busy. The two biscuit and candy factories are very busy, and find difficulty getting enough female help. Cigar makers are busy. Tanners and curriers are very busy. This has been one of the busiest months for a long time with railway train crews, brought about by the congestion of freight through the trainmen's strike. Teamsters are busy. There is more than enough unskilled workers to supply the demand, and no work of large proportions is in sight.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed in this city and district during August, unskilled

labour being especially in demand. In the building trades the month was a good average, mechanics being kept busy throughout the month. The season has been a very satisfactory one. Railway employés report an active month in all branches. The Wednesday half-holidays, which have been in effect during July and August, will be discontinued August 31. The practice of closing the stores on Wednesday afternoons during the warm months has found favour with the merchants, and the rule has been well observed in this city. Southern-Innes stave factory resumed operations during the month and will continue during September. Some seventy hands are employed. Work on the Hydro-electric installation continues, and good headway is being made with the power station and in the erection of poles.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The markets have been well attended during the month. Garden produce was plentiful, and easy prices prevailed. The apple crop will not be good. Potatoes will be a good crop. The cereal crops in this district are splendid.

Manufacturing.—Manufacturers report the month a fair average.

CONDITION OF PARTICULAR TRADES.

The building trades continued active, all concerned being well employed. Machinists, moulders and boiler makers report the month an active one. Railway employés, in the traffic department, report the month a busy one, the Michigan Central Railroad Company being particularly rushed with freight and passenger business. Extra men have been busy. There was a steady demand for unskilled labour, and in some cases men could not be procured to go on with the work. A large number of foreigners have been employed by the Michigan Central Railroad Company.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was fairly active, although there were few building permits issued for August. Still all branches of the trade were well employed, but present prospects are for a quiet fall season in the building line. A large amount was spent by the Board of Works for granolithic pavements, and a large number of unskilled labourers were employed. The Dowsley Spring & Axel Works and the Manson-Campbell Fanning Mill Company were compelled to advertise for mechanics during the month, owing to the large amount of work on hand. The Swift Motor Car Company was very busy, and has a large number of the best skilled mechanics employed. The recent strike on the Grand Trunk Railway was felt very severely by the large shippers, and was a loss to all who could not ship on time. Wholesale and retail trade has been very good. Merchants report August sales far in excess of the corresponding month of 1909.

The Industrial Committee of the City Council and the Board of Trade jointly, have concluded an agreement with the Canada Grain Shocker Company, Limited, of Hamilton, capitalized at $250,000, to locate in Chatham. If the citizens take a certain amount of stock in the Company, the Company agrees to erect a $5,000 factory, and employ 250 to 300 men.

The Walker Shirt and Pants Company, which commenced in July with seven hands, have increased the number to thirty, and will continue to add to that number as orders increase.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners and plasterers, were fairly busy, while painters and decorators were quiet. Plumbers, gas and steam fitters were busy. Iron moulders, iron workers and helpers, machinists, electrical workers and linemen were only fairly active. Metal polishers, buffers, platers and brass workers were very busy. Blasksmiths and boilermakers and sheet metal workers and horse shoers were quiet. Woodworkers, upholsterers, carriage and wagon makers were busy. Printers, pressmen, bookbinders were very busy. Journey-

men tailors, garment workers reported a very good month. Bakers and confectioners, butchers and meat cutters, cigarmakers and tobacco workers were busy. Barbers, clerks, stenographers, hotel, restaurant and theatre employés were active, with laundry workers very busy. Street railway employés, cab drivers, carters and draymen and teamsters were well employed. Among unskilled labour there were few idle.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was active. In the factories and foundries, work was plentiful, and larger forces were being worked than last year. Building operations have made a large stride in the past month, and the contractors have their hands full. Contracts have been let for some large buildings, such as the Michigan Central Railroad depot, costing $70,000; a terrace, costing $25,000; a shirt factory, costing $15,000; and a large number of dwellings. There is no complaint of want of employment, as help of all kinds is in demand. A definite announcement has been made that the Michigan Central Railroad tunnel will be opened on the tenth of September for freight, and a month later for passenger traffic. The banks did a good business. Wholesale and retail merchants report trade very good.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers are about through with their harvest, and report crops better than they expected. Owing to the dry weather, the pasture is drying up. There has been no rain for six weeks.

CONDITION OF PARTICULAR TRADES.

All connected with the building trades were well employed. Iron moulders, workers and helpers, and machinists were active, and all conneted with the iron trade fully employed. The woodworkers and furnishing trades have had a good month. Printers and pressmen were very busy. Journeymen tailors and garment workers were steadily employed. Bakers, butchers, ice drivers and tobacco workers were very busy. Leather workers and saddlers were busy. Barbers report an active month. Clerks, delivery employés, hotel and laundry workers were well employed. Railway and steamboat men were active, with street railway employés busy. Unskilled labour was well employed.

DISTRICT NOTES.

Sandwich.—The Canadian Salt Company is building a large salt plant in Sandwich, to cost $250,000 when completed; this will give employment to a large number of hands.

Walkerville.—The building boom continues in Walkerville. There have been some large contracts let in the last month, and all manufacturers are working to their full capacity.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

A good demand for labour existed, particularly in the building trades, where a shortage was severely felt. Business in all lines was good during the month. There was more building construction under way this summer than ever before in this town's history.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—A severe hail storm did considerable damage to crops during the month. The section affected, however, was not large.

Lumbering.—Large gangs of men were sent to the woods, and preparations were being made for a big cut.

Manufacturing.—The various manufacturing plants ran full time.

Railway construction.—Activity prevailed on the Algoma Central Railway extension.

CONDITION OF PARTICULAR TRADES.

The skilled trades were busy.

PORT ARTHUR, FORT WILLIAM, ONT., AND DISTRICT.

Mr. F. Urry, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The busy month of July has been followed by an equally busy month during August. All trades have been fully employed. At times a scarcity has been felt of good joiners and plasterers in the building trades. There have been no new industries opened, but building operations are going on in both cities on the extension of the machine shops of the Canadian Pacific Railway Company at Fort William, and the Canadian Northern Railway Company at Port Arthur. Transportation has been brisk, and the wholesale and retail business houses have had a good month. No changes occurred in the rates of wages, and the month has been very quiet. The men of the Canadian Northern Railway Company shops are still out on strike.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Small farm holdings are increasing in this district, and in the vicinity of the cities, land is being taken up for market gardening.

Railway construction.—Railway construction work continues to call for much labour from these cities, and the employment agencies are all busy sending out men.

The street car lines in both cities have been extended this year, and additional lines are under construction.

The Western Dry Docks Company has over 250 men employed to the north of Port Arthur, and extensive works are going forward.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters and joiners, lathers and plasterers, painters, plumbers, stone cutters and builders' labourers have all been fully employed. Lathers and plasterers especially find it difficult to keep pace with the demand for their labour. All metal workers in the district are working to their full capacity, as well as electrical workers, linemen, &c. Blacksmiths, sheet metal workers, tool sharpeners, have all been fully occupied. Upholsterers and pattern makers are busy, but only a few are employed. Printers and pressmen, electrotypers and photo engravers have been very busy. Journeymen tailors have been normal, and garment workers quiet; so much ready-made and semi-ready-made goods have been sent in that these trades are generally quiet. Cigar makers have been busy. Clerks, and stenographers, delivery employés, hotel, restaurant and theatre employés have all had a busy month. Transport men on the railways, street railways, steamboats,&c., have all been busy, as also have longshoremen and freight handlers. This summer has been, perhaps, the busiest ever experienced in these cities, especially for unskilled labour, as a great number of new roads have been opened up, and old roads repaired. Sewers, gas and water pipes are being laid.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The demand for labour during August has been very keen. Substantial and unexpected improvement in the crop situation created a demand for farm help at high wages. At some points the men are demanding $3 per day and board. Generally speaking, as a result of a more bountiful harvest than the hot weather of June and July promised, business conditions have improved. August bank clearings as compared with 1909 show an increase of fifty-one per cent. and for the

first eight months of the present year the increase is thirty-six per cent. The Wortman Ward Company, of London, Ont., is erecting, in Winnipeg, a factory for the construction of municipal and farm equipment. The Otis-Fensome Elevator Company, Limited, purpose in the near future erecting a machine shop in Winnipeg for manufacturing and adjusting elevator parts. The Winnipeg Developement and Industrial Bureau announces that several firms are negotiating for the erection of manufacturing plants in Winnipeg.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—During August the weather in the immediate vicinity of Winnipeg was exceedingly dry, with the result that the field crops of all kinds suffered. Market gardeners also suffered from the same cause and their crops this year will be very much below the average.

Various estimates have been made of the total wheat product of the west during the present harvest. The *Manitoba Free Press* estimates that the yield will be 101,000,000, and the manager of the Ogilvie Milling Company, at Winnipeg, estimates 86,000,000.

Railway construction.—Complaints are being made by contractors because of their inability to get men, and many of them are working at a disadvantage in having part of their equipment idle.

CONDITION OF PARTICULAR TRADES.

8 Months.	Permits.	Bldgs.	Cost.
1906	2,582	3,137	$9,877,850.00
1907	2,043	2,414	5,753,300.00
1908	1,075	1,236	4,241,500.00
1909	1,832	2,166	7,566,800.00
1910	2,512	3,013	12,329,400.00
FOR AUGUST.			
1906	402	479	$1,292,900.00
1907	164	181	394,550.00
1908	192	214	602,000.00
1909	270	322	1,135,250.00
1910	427	482	1,449,100.00

The carmen until recently employed by the Canadian Northern Railway Company are still on strike. The painters are also still on strike. An employer makes the statement that all the principal contractors have all the men they require and the average wage paid is 35 cents per hour. The more skilled men, such as paperhangers and decorators, get 40 cents per hour. Nine hours are worked each day.[1]

BRANDON, MAN., AND DISTRICT.

Mr. E. Fulcher, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The past month has been a very busy one for all classes of labour in Brandon. The building trades have been especially busy. Work is being rushed on the new blocks for Messrs. Clement & Clement, and for the McKenzie Seed Company. On the former the concrete men and carpenters have been working twelve and one-half hours per day, and on the latter two gangs have been at work. The contract for the new Canadian Northern Railway hotel and station has been let to Messrs. Kelly Bros., Winnipeg, and work will be started immediately . The Codville Company has made good progress with the warehouse in place of the one burned down last year. The Brandon Electric Light Company has secured a franchise for heating the city from a central station, and the laying of the mains is now in progress. The Hanbury Manufacturing Company is working overtime in their sash and door factory, and all night in the saw-mill. Many advertisements have appeared in the local papers for unskilled labour. A shortage of men, no doubt, owing to the harvest operations, has been very apparent. There was no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Harvest operations are now in full progress, cutting is finished and threshing is just commencing. The crop is proving better than was expected.

[1] A detailed statement relating to the strike of bricklayers at Winnipeg, Man., will be found in the article on Trade Disputes during August, in the present issue.

CONDITION OF PARTICULAR TRADES.

The building, metal, printing and transportation branches were busy. Other skilled trades were active. Unskilled labour was very active.

REGINA, SASK., AND DISTRICT.

Mr. W. B. McNeil, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

All branches of labour were well employed, especially in the building trades. There was a slight improvement over the preceding month, and a pronounced improvement over the corresponding period of last year. In most trades the supply barely meets the demand, though there are many in the plumbing and steamfitting line, who find it difficult to obtain employment, on account of a number of immigrants, (plumbers by trade) who had been shipped here with a guarantee of employment on arrival. The grading and paving of various roads and side walks was recently started, preparatory for the new Street Railway System. Large orders for the necessary metals, ties, &c., have been given, and immediately upon their arrival, work will be pushed on as rapidly as possible.

Both wholesalers and retailers report business as very active. Many have already found it necessary to build more spacious premises, increasing their staff to cope with the situation.

The bricklayers and stone masons on the Legislative Buildings went on strike on Monday, July 25, having been called off on account of the trouble in Montreal. They had no grievance locally, and the building is so far advanced that its progress is not endangered, as there is a great deal of interior work to be done.

The bricklayers' and stone masons' strike, does not effect the other trades.

Still another firm has decided to locate in Regina, the National Drug & Chemical Company, which took out a permit to build a warehouse of large dimensions to cost $25,000.

There were thirty-eight building permits taken out during the month of August, which aggregated in value, $130,505.

The following figures will show the comparison between the value of permits for 1910 and the corresponding months of 1909:

	1909	1910
January	$ 3,000.00	$ 24,585.00
February	3,065.00	25,255.00
March	78,395.00	329,850.00
April	71,675.00	307,205.00
May	90,325.00	397,070.00
June	121,650.00	255,318.00
July	51,300.00	305,030.00
August	166,929.00	130,505.00
	$586,539.00	$1,774,618.00

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—It is apparent that the Regina district has not suffered so much as the surrounding country, on account of the draught. Outside a thirty-mile radius a great percentage of the crops is burned up, while there is a great deal that has already been plowed up. Cutting is general throughout this district, and farmers are experiencing much difficulty in securing farm help.

Manufacturing.—The soap factory, Young Thomas, still continues to show an increased output, and maintains its position as being one of the most prosperous of local enterprises.

CONDITION OF PARTICULAR TRADES.

The bricklayers and masons were very active throughout the month; frequently the demand was in excess of the supply. All who struck on the New Legislative Buildings readily obtained employment in town. Carpenters and joiners were very busy, bench hands in the local factories being much in demand. Lathers and plasterers had a fairly good month and exceptional activity rested with the painters and paperhangers, the master painters finding it difficult to secure sufficient help. Plumbers and steamfitters had a fair month, and the stone cutters and builders' labourers were well employed. The electrical workers had a good month, as did the bicycle workers and jewellers.

Upholsterers and carriage and wagon makers were kept busy. In all branches of the printing and allied trades labour was well employed. There being a slight demand for electrotypers and bookbinders. The tailors and garment workers had a busy month, having improved over the preceding month. The custom tailors are to organize a branch of their international here, a meeting being called for two weeks hence. Bakers and butchers were well employed and report a good month. The cigar making industry has now installed their factory at Saskatoon, which was until recently in Regina. Barbers had a good month and are in demand. Clerks, stenographers and delivery employés were all active. Hotel and restaurant employés had a very active month; a demand steadily increasing, owing to the fact that a great percentage leave town to engage in harvest work, hence the demand. Commercial telegraphers were very busy, but complain of a dearth here, the demand being greater than the supply. Freight handlers were kept well employed, as also were the hackmen, draymen, teamsters and expressmen. The market is well supplied with unskilled labour.

MOOSEJAW, SASK., AND DISTRICT.

Mr. T. Backus, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour in all branches has been in good demand during the past month, activity in the building trades being exceptional, even for the time of the year. The demand for unskilled labour has also been very brisk. and there is every indication that, given favourable weather, those engaged in out-door work will enjoy a long season.

Good progress has been made with street paving, and more than half the season's programme has already been completed.

Ties for the new street railway are already on the ground, and the company expects to start construction very shortly. The site for the barns and power house has been purchased, and early in the spring, the railway, in all probability, will be in full operation.

The month just closed has been one of great activity in all departments of trade and commerce. The promise of good crops in the district has had a stimulating effect, and a good fall trade is anticipated.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—On the whole, the weather has been favourable to the ripening crops, and in this district there is every prospect of a good average yield. On the well-tilled land in the immediate vicinity of Moose Jaw, there will be some heavy crops of wheat, and other grains promise well. In the newer settlements, the crops are lighter and some of the newcomers will probably feel the effects of the dry summer. On the whole the 1910 crop, so far as this district is concerned, will be profitable to the farmers.

CONDITION OF PARTICULAR TRADES.

Bricklayers, carpenters, lathers, plasterers and builders' labourers have all been very active during the month. Painters and paper hangers have been in brisk demand. Electricians, wiremen and plumbers were all busy. Iron workers and machinists were steadily employed. Printers and allied trades have all been busy. Blacksmiths, boilermakers and horse shoers were active. Harness makers reported a busy month. Barbers, clerks, delivery employés, hotel, restaurant, theatre employés and laundry workers were very active. All branches of railway employment were active. Unskilled labour was in good demand.

CALGARY, ALTA., AND DISTRICT.

Mr. Edwin Howell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market has been active during the past month,

more so than in the corresponding period of last year. There is little difference as compared with the previous month.

There is still a demand for unskilled labourers and plasterers, but a surplus of masons and stone cutters.

Excavations are nearly complete for Price-Jones departmental store; also for the new school between Tenth and Eleventh streets, which will cost $100,000.

The erection of a business block has been commenced by Sir John Langman, a British capitalist, to cost $75,000.

A representative of J. S. Fry & Sons, Bristol, Eng., one of the largest manufacturers of chocolates and cocoas of the world, was in Calgary, and stated the firm intends to open a wholesale house this fall, as a distributing centre for Alberta, and will erect a building in the near future.

Wholesalers and retailers report trade about the same as last month, but much better than at the corresponding period of last year.

This has been a record breaking year for the laying of sewers and water mains in Calgary, for already there have been 50,000 feet or over 8 miles of water mains put down, at a cost of $100,000, and about 10 miles of sewers, and still the work is being pushed ahead.

CONDITION OF PARTICULAR TRADES.

Bricklayers, carpenters, joiners, lathers, plasterers, plumbers, gas and steam fitters and builders' labourers had a good month. Painters, paperhangers, masons and stone cutters were dull. Sheet metal workers, iron moulders, iron workers and helpers, coremakers, machinists, engineers, electrical workers, linemen, blacksmiths, boiler makers, jewellers, were active. Carriage and wagon makers report satisfactory conditions. The other woodworking trades were moderately busy. The printing trades were busy. Journeymen tailors were active, butchers were active, and bakers and confectioners were busy. Miscellaneous trades had a good month. Railway employés were active. Street railway employés, teamsters and expressmen were busy. Unskilled labour was in demand.

LETHBRIDGE, ALTA., AND DISTRICT.

Mr. J. M. Ritchie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of August was dull, considering the amount of work in sight at the commencement of the season. The supply of labour was more than the demand, and men were obliged to leave Lethbridge. The month has been little better than July. There has been activity in opening new coal mines west of Lethbridge, on the line of the Canadian Pacific Railway. A clearing house has been established in Lethbridge. There has been no unrest in labour circles during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farming is rather dull, owing to the dry season. The crops are better than was expected a month ago. The want of money is greatly felt amongst the new settlers, owing to crop failures, but faith in the future of this district is expressed on all sides.

Mining.—Coal mining is receiving much attention in this district. The established mines are running full time. For the west of Lethbridge, new mines are opening up, and large bodies of men are finding employment. Everything goes to show that this is to be a great coal district.

The McLean Stone Company, of Rocky Coulee, lying on the Old Man's river, between Lethbridge and Macleod, is supplying stone for some large buildings in Lethbridge. This stone is said to be of superior quality, and to harden with age. This will be one of the main industries of this district. Some thirty men are employed at the quarries, while twelve stone cutters are employed in Lethbridge. Masons say that the stone is better than the Calgary stone.

The coal shaft of the Lethbridge Colliers is down to the depth of 50 feet. About 150 men are employed at present.

A branch railway is surveyed and work on same started to connect with the Canadian Pacific Railway at Kipp, from a point a little the north-west of Diamond City.

CONDITION OF PARTICULAR TRADES.

Bricklayers have been very busy. Advertisements have appeared in local papers on several occasions for bricklayers. Masons have been very busy working at Rocky Coulee stone quarries lying between Macleod and Lethbridge. Carpenters have had a dull month. Joiners, in a few cases, have been busy putting in new shop fronts. Plasterers have been rather dull. Lathers have been dull. Plumbers and steam fitters also were rather dull. Building labourers were fairly well employed, owing to the bricklayers being busy, and concrete foundations being put down. Blacksmiths have been busy.

NELSON, B.C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout Kootenay district has been active, but somewhat quieter than in previous months, chiefly because of the LeRoi mine, at Rossland, B.C., having shut down, throwing about eighty men out of employment, and the Canadian Consolidated Mining and Smelting Company having reduced forces by about 200 men, at Moyie and Trail, or more properly speaking at the St. Eugene mines and the Trail smelter. Part of those men have been employed in other mines within this district, while the rest have scattered.

Bush fires are prevalent yet in several parts of the district, though no loss except to the lumber interests, has occurred this month. A considerable number of men are employed by the Provincial Government fighting these fires. As soon as the long-looked-for rain comes, they will be thrown on the labour market here. That force should fully supply the demand for the coming fall and winter, except for a small number of experienced bushmen that will be required by the various lumber companies that take out logs during the winter..

CONDITION OF LOCAL INDUSTRIES.

A. McDonald & Company, wholesale grocers, are erecting a new and commodious brick building in which to carry on their Nelson business, and expect to have it completed by the end of September.

The Sheep Creek district, adjacent to Salmo, B.C., continues to develop favourably, the Mother-Lode having struck rich free-gold ore in the lowest tunnel, at a depth of about five hundred feet, while the Queen and Nugget mines are regularly sending out gold bricks.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. J. P. McMurphy, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions in and around New Westminster for the past month have been exceptionally good, and from present prospects will continue so for some time. Sheet metal workers are in good demand, and the supply is not equal. The City Council has let a contract to the Hassam Pavement Company for an extension of the Main street pavement; this work will give employment to a number of labourers. All classes of the building trades are busy, as is usual at this season. There is no change in the machinists' strike.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are busy with the oat crop which is larger this year than usual; if the present fine weather continues for a few days longer, the entire crop will be harvested.

Fishing.—Sock-eye fishing on the Fraser river, is about at an end for this year.

Lumbering.—Business in and around New Westminster still continues to flourish, and heavy shipments are being made, both by rail and water. The local demand remains exceptionally good, necessitating the mills running to their fullest capacity.

CONDITION OF PARTICULAR TRADES.

The building trades were active, but quietness prevailed in the iron trades. Steam engineers, electrical workers, linemen, blacksmiths, sheet metal workers and horse shoers were active. The woodworking trades were active. In the printing trades all were working, the supply being equal to the demand. The clothing trades were active, and the food and tobacco preparation, leather and miscellaneous trades were busy. Transport employés were active. At present there is no need for unskilled labourers, a number being out of employment.

VANCOUVER, B.C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The state of the labour market continued similar to that of July. The strike of the machinists and engineers was still on, and the iron trades were very unsettled, but in other lines results came up to expectations. The reports of the conditions of the grain crops in the prairie provinces gave promise of activity in fall work. The weather continued very dry.

Several matters of importance to commercial and industrial circles were brought to the attention of the Right Honourable Sir Wilfrid Laurier, Premier, in addresses presented by officers of the Trades and Labour Council and the Board of Trade.

That a tendency has prevailed to draw men away from agricultural pursuits into manufacturing and mercantile occupations during the past few years has caused a shortage of men to till the ground in the adjacent districts.

The conference of mountain and coast millmen and prairie lumber retailers at Banff agreed to a reduction of the price of lumber to the wholesalers of the prairies by $2 per thousand. It was also agreed by both mountain and coast lumbermen that shipments to the prairies would consist of not more than twenty-five per cent. of odd lengths.

The bank clearings for the week ending August 25, 1910, amounted to $8,427,811; ending August 18, to $7,612,815, an increase of $814,996 over the previous week. For the corresponding period of 1909, they were $6,096,708; and in 1908, $3,691,403.

On August 10, were landed at the New England Fish Company's dock, over 900,000 pounds of halibut. The catch was made in four days.

The stock market in mining was characterized by a more active tone than had been apparent for some time.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Mr. W. E. Scott, Deputy Minister of agriculture in this Province, stated to the press: "The labour question in the fruit districts is becoming acute. It will have to be met fairly and squarely before long, as the labour scarcity is having the effect of keeping capital out of the Province. At the present time in many parts of British Columbia orchard labourers command $3 per day."

Fishing.—The season for sockeye fishing in British Columbia closed on August 24, and what was termed, as an "off season" is considered to have been a very fair one. The approximate pack was 549,000 cases, made up as follows:—

	Cases.
Naas river	30,000
Skeena river	180,000
River's Inlet	124,000
Fraser river	145,000
Other districts	70,000
Total	549,000

In 1909, the total pack was 840,441 cases, as follows:— Skeena river,

87,901 cases; Fraser river, 542,248; River's Inlet, 89,007; outlaying districts, 93,019; Naas river, 28,246 cases.

The northern canneries put up a full pack of sockeyes.

The Puget Sound canneries estimate a pack of 225,000 cases. Fishermen received 25 cents a fish .

Mining.—At Portland Canal activity prevailed.

Railway construction on the Pacific coast division of the Grand Trunk Pacific Railway is retarded through lack of white labourers, so say advices from the northern camps.

DISTRICT NOTES.

Prince Rupert.—The Grand Trunk Pacific Railway Company's bridge across the Zenardi rapids was completed. The bridge is the connecting link between the city and the mainland.

The City Council decided to temporary supplement the day labour system on public works by that of contract, because of the difficulty of securing Anglo-Saxon labour.

By a vote of 174 to 9 the ratepayers declared in favour of municipal telephones.

North Vancouver.—While real estate men complained of listless markets, the building trade was very active, and the lumber mills worked to full capacity.

Lulu Island.—A syndicate bought 160 acres of land at $450 an acre, total $27,000. It will be divided into small holdings. The crops were a success, and the farmers are building extensively.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

In this district labour in general has been well employed. The industries in this city and district worked full time and improvements are going on which have given employment to a large number of men not residents of the district. The coal trade has been exceptionally active and the mines in the district have worked steadily. Transportation has been heavy especially in the passenger branch. Wholesale and retail dealers report business active. There have been no changes in rates of wages or hours of labour.

There have been a large number of men employed during the month on sewerage and cement sidewalks in this city.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers of the district have been busy harvesting.

Fishing.—The fishermen of this district have not been active outside of supplying the local trade. The Whaling Station on the west coast is having a very successful season.

Mining.—The coal mines of the city and district have been working steadily, for this time of the year work has been exceptionally steady.

Railway construction is being pushed as fast as practical, as well as land clearing by the Canadian Pacific Railway Company for settlement.

Lumbering.—The sawmills of the district are working full time to keep up with the general demand for lumber. The logging camps are very active this summer.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons have been active. Carpenters and joiners have been exceptionally active, there being a large number of new buildings in the course of erection in this city and district. Lathers and plasterers have been active. The same applies to painters, paperhangers and plumbers. Builders' labourers have had a good month. Blacksmiths and carriage makers report work as active. Printers report work as active. Teamsters and expressmen have been busy. Unskilled labour has been well employed during the month.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF AUGUST.

DURING the month of August two appplications for the establishment of Boards of Conciliation and Investigation were received as follows:—

1. On behalf of the ship liners in the employ of the various shipping companies doing business at the port of Montreal, Que., the dispute directly affecting, it is stated, 200 employés;

2. On behalf of certain linemen in the employ of the British Columbia Electric Railway Company, the dispute affecting, it was stated, 50 employés.

Report Received.

During the month of August a report was received in the case of one dispute, that namely of the Toronto Street Railway Company and its employés.

Other Proceedings Under the Act.

In the application of the ship liners in the employ of various shipping companies doing business at the port of Montreal, Que., for the establishment of a Board of Conciliation and Investigation, the nature and case of the dispute related to wages and hours. The employés affected in this matter were described in the application as the ship liners of the port of Montreal. The number of employés directly concerned in the dispute was stated to be 200. A Board was established by the Minister on August 15, the same being constituted as follows:—Mr. J. Herbert Lauer, of Montreal, appointed on the recommendation of the employing companies; Mr. George Poliquin, Montreal, appointed on the recommendation of the employés; and Mr. W. D. Lighthall, K.C., Montreal, Chairman, appointed by the Minister, in the absence of any joint recommendation from the other members. At the close of the month the Board had not concluded its investigation.

In the application of the electrical workers (linemen) in the employ of the British Columbia Electric Railway Company, for the establishment of a Board of Conciliation and Investigation, the nature and cause of the dispute was stated to be a demand made upon the Company by the linemen for the removal of a certain foreman of linemen, arising out of threats of the foreman to "discharge all Englishmen and Canadians in the employ of the Company," and also due to attempts made by the foremen to reduce wages, contrary to the provisions of agreements in force between the Company and the employés. A Board was established on August 26, the following members being appointed: on the recommendation of the Company, Mr. Albert Edward Beck; on the recommendation of the employés, Mr. J. H. McVety; both of Vancouver. At the close of the month no recommendation for Chairman had been received in the Department. Early in September the Department received word that the dispute had been adjusted by the good offices of Messrs. Beck and McVety, and without the appointment of a chairman.

REPORT OF BOARD IN DISPUTE BETWEEN THE TORONTO STREET RAILWAY COMPANY AND ITS EMPLOYÉS.

THE Minister of Labour received on August 20 the report of the Board to which was referred for adjustment certain matters in dispute between the Toronto Street Railway Company and its employés, arising out of a disagreement on the schedule of rules and rates of pay to take the place of the three years' agreement which expired on June 16. The number of employés affected in this case was estimated at 1,300 males over 21 years of age. The report was signed by the three members of the Board, namely: His Honour Judge Barron, of Stratford, Ont., Chairman; Mr. J. P. Mullarkey, of Montreal, Que., appointed

on behalf of the Company; and Mr. J. G. O'Donoghue, of Toronto, Ont., appointed on behalf of the employés, and was to the effect that a satisfactory settlement of all points at issue was concluded on August 16, a schedule of rules and rates of pay embodying the agreement being signed by the representatives of the Company and of the empolyés respectively. A copy of the schedule was embodied in the Board's report, the same to be effective from the sixteenth day of June, 1910, and to remain in force for two years from the above mentioned date. The new schedule of wages provides for increases as follows over the rates formerly prevailing: to motormen, conductors, and motor and truck repair men, in the first year of service, from 20 cents to 21 cents per hour; in the second year, from 22 cents to 23 cents; in the third year and after, from 23½ cents to 25 cents, to shed men-foremen, from 23 cents to 25 cents per hour, assistants, from 21 cents to 22 cents per hour; to car washers, from 20 cents to 21 cents per hour.

The Board expresses in its report its appreciation of the spirit of fairness exhibited by the parties to the dispute and of the deep sense of responsibility which each side felt that it owed to the city of Toronto. It was the opinion of the Board that the final acceptance of the award was due to the large concessions made in the interests of the public by the President and officers of the Company on the one side, and their employés on the other. Referring to a critical period in the inquiry, the Board also states: "It was then that the respective sides began preparations, one to order a strike, the other to meet it. In fact, both sides at this point kept calling for the award, eager to quickly meet the consequences which were then believed to be inevitable. It was at this critical moment that the splendid advantages of conciliation were most apparent."

Letters of Congratulation.

The Chairman of the Board received numerous letters of congratulations on the successful issue of the Board's efforts, including a letter from the Mayor of Toronto. The communications exchanged between the Mayor and the Chairman of the Board were as follows:—

"His Honour Judge Barron, Stratford,

"Dear Judge Barron,—The People of the city of Toronto were so vitally interested in the question of strike or no strike on the Toronto Railway Company's system that the news of the settlement of the difficulty in that regard was more than gratifying to the citizens and the municipal corporation. May I express my warm appreciation of your splendid efforts in these difficult negotiations, and may I compliment you on the success which attended those efforts. I am sure that I only voice the feelings of all the citizens when I say that we fell greatly indebted to you and your colleagues on the Conciliation Board. You have rendered services which have destroyed the possibiilty of a state of affairs arising which would threaten the prosperity of the city and the comfort of the citizens, and at this particular moment the success of the Exhibition.

"Again with thanks and every assurance of appreciation, I am, dear sir, yours very truly,

G. R. GEARY,
Mayor.

REPLY.

"Judge's Chambers, Stratford, August 24, 1910..

"My dear Mr. Mayor:

"I have just received your kind letter of the twenty-second instant, and I thank you for it. I rejoice with you and the citizens generally that a strike, with all its cruel and bitter consequences, has been averted, but you must permit me to say in all sincerity that in the proceedings which prevented it my own part was a minor one.

"It is easier to ask than to give. It was the Board's duty to ask, while it was the privilege of the Company and its employés to give, and owing to the generous forbearance of the two principals on matters which to them seemed so absolutely essential, they are entitled

to the chief credit for the happy result. Whenever confronted with the possible consequences to the public by being too insistent in their demands, the men would hesitate and waver, thus showing that they were properly regardful of the interest of the citizens, and in justice to Mr. Mackenzie and Mr. Fleming I must state that not further off than ten minutes before our report was signed, they, appreciating the importance of a peaceful solution, magnanimouly changed their attitude in regard to a matter most important to the Company, and thus at the last minute saved the situation.

"Then let me add that when the work of the Board was all over there yet remained for Mr. O'Donoghue, the critical task of convincing 1,500 men—many of whom I know were intensely dissatisfied—that they should accept the award and depart in peace. He was splendidly successful, as you know, and to him therefore is due all the credit for the pacific ending of the Board's labours. If I never lost confidence—and I think I never did—it was because of the deep concern plainly manifested by all parties for the comfort and welfare of the Toronto citizens.

"Believe me, dear Mr. Mayor, Yours very truly, (Signed) John A. Barron.

The Mayor of the city of Toronto."

FINDINGS ACCEPTED.

The Department subsequently received word that the findings would be acceptable to each party as a settlement of the dispute.

Text of the Report.

The full text of the report of the Board is as follows:—

In the matter of the Industrial Disputes Investigation Act, 1907, and Amendments thereto, and of disputes between The Toronto Railway Company, employers, and The Toronto Railway Employés' Union No. 113, employés.

The Board of Concilitaion and Investigation appointed by the Honourable the Minister of Labour, in pursuance of a recommendation of the parties immediately concerned, and under and in pursuance of the said Act and of its various Amendments, to consider and settle the said disputes, having taken upon itself the full burden and responsibility of investigating and endeavouring to settle the same, have made an expeditious and careful inquiry into all matters affecting the merits and the right of settlement thereof, and respectfully report to the Honourable the Minister as follows:—

The said Board sat for several days hearing the various statements advanced on behalf of the employers and employés and in receiving from them a large mass of documentary and other information in support of their respective views covering the disputes in question, and in this and other ways have endeavoured to fully and carefully ascertain all the facts and circumstances in connection with the said disputes.

2. They furthermore report that the findings of the Board including its findings of the cause of the said disputes and the Board's recommendations for the settlement thereof, according to the merits and substantial justice of the case, are embodied in a proposed agreement hereinafter set forth *in extenso* and marked "A", which agreement, dealing as it does with each item of the dispute, contains what, in the unanimous opinion of the Board ought to be done by the respective parties concerned.

A strike has undoubtedly been averted. In obedience to the Statute in that behalf, every effort was made by the Board to induce the parties to mutually end their said disputes and thus come to a satisfactory agreement; and it is properly due to the parties concerned to say that each disputant realized the importance of this and diligently worked to that end by making concessions each to the other until a point was finally reached when further concessions on either side seemed utterly hopeless. It was then that the respective sides began preparations, one to order a strike, the other to meet it. In fact, both sides at this point kept calling for the award, eager to quickly meet the consequences which were then believed to be inevitable. It was at this critical moment that the

splendid advantages of conciliation were most apparent. The President of the Toronto Railway and the employés met with the result that further conditions were waived and further concessions made by each side to the other.

It is just to the disputants to say that neither party ever overlooked the public interest; that the result of the negotiations had been mainly achieved from a deep sense of the responsibility each side felt that it owed to the City of Toronto, and the Board report that if this award is finally accepted it will be because the President and Officers of the Company on the one side, and their employés on the other, have mutually made large concessions in the interests of the public.

All of which is respectfully submitted.

Dated at Toronto this twentieth day of August A.D. 1910.

(Sgd.) John A. Barron,
Chairman.

J. P. Mullarkey,
For the Company.

J. G. O'Donoghue,
For the Employés.

(Schedule "A" referred to in the foregoing report and made part and parcel thereof.)

"A"

An agreement made this eighteenth day of August A.D. 1910, between the Toronto Railway Company, hereinafter called "the Company", and A Committee of the employés of the said Committee, appointed at a meeting open to all the employés of the Company, hereinafter called "the Committee."

Whereas, a certain agreement bearing date the thirteenth day of July A.D., 1907, entered into between the Company and a Committee of the Employés of the said Company, appointed at a meeting open to all the employés of the Company, held on the eleventh day of May, 1907, has expired by effluxion of time, and it is in the interest of the parties hereto that a new agreement should be entered into, whereby their mutual interests may be ascertained and fixed for the period of this agreement, having in mind as a first consideration, the service of the Toronto Railway Company as a public utility, and these presents are intended to carry out such a purpose.

Therefore it is agreed as follows:—

First.—All matters in dispute between the Company and its employés are hereby settled.

Second.—The wage schedule shall relate back and be in full force and effect on and from the sixteenth day of June, 1910, until the end of the term of this agreement, and shall be as follows:—

Motormen and conductors:

For first year	21 cents per h
For second year	23 "
For third year and after	25 "

Shed men:

Foreman	25 cents per h
Assistant	22 "
Car washers	21 "

Motor and truck repair men:

For first year	21 cents per h
For second year	23 "
For third year	25 "

Third.—The term of this agreement shall be for two years from the sixteenth day of June 1910.

Fourth.—The Company will pay half the cost of the uniforms of the motormen and conductors who have been in the Company's service for a period of one year, and will provide free uniforms for motormen and conductors who have been in the Company's service for a period longer than two years, it being the understanding that no employé shall be required to pay for more than one uniform and a half. Regulations from time to time will be made by the Company to provide for protection against loss in this matter, from employés leaving the Company's service.

Fifth.—The following regulation is agreed upon as to discipline: Any employé against whom charges may be received will be required to report when off duty to the Superintendent. His case will then be considered by the proper officials

of the Company and will be dealt with upon the following principle: For minor cases he is to be warned. For serious cases, including drunkenness, drinking in uniform or drinking on cars, destruction of property, accidents through carelessness or neglect, missing fares through neglect, or carrying friends free, using stools on portion of route not allowed by Company, incivility to passengers and profanity on cars, he may be suspended or dismissed at the discretion of the proper official.

Sixth.—Any employé against whom any charges may be received shall have the right of appeal in person to the General Superintendent, and, except as to a charge of dishonesty, may bring with him in his interest a deputation or any committee of his fellow employés.

Attendance in such capacity shall not operate to an employé's disadvantage. An employé standing on such deputation or committee, shall give due notice to his car-starter, or foreman, and, if he be a motorman or conductor, shall take his car upon reporting to his car starter and shall not be required to report in the usual course to the Head Roadmaster.

Seventh.—The Company will provide seats for motormen upon closed cars, and will also proivde seats for motormen upon open cars, if a fixed seat of a pattern which will not interfere with the public can be obtained. In the event of it being found impossible by the Manager to obtain a satisfactory fixed seat, motormen to be allowed to provide and use uniform portable stools of design to be approved of by the Manager, for open cars, provided such stools can be used without interfering with the use of the front seat of open cars by the public. Motormen to have the right to use such seats upon certain portions of the line, notice of which will be subsequently issued by the Company.

Eighth.—Having due regard to all the conditions of the service the Manager undertakes that the schedules will be so arranged that the hours worked on the cars will be put in within the least number of hours as in his opinion will be considered practicable and consistent with the service performed by the Company. Provided, however, that nothing herein contained shall be taken to vary, alter or modify any of the terms or conditions mentioned in certain contracts between the City of Toronto and the Toronto Railway Company dated September 1, 1890 and March 26, 1897.

It is understood that the Company reserves its right to vary the schedules for Sunday work and allot the time to motormen and conductors in whatsoever manner may be considered by the Management to be in the interests of the services to be performed to the public; and it is agreed that regular and relief men shall, as heretofore, be paid for Sunday runs the time scheduled to them on the board for their week-day runs, excepting where such time is exceeded on Sunday, in which case they shall be paid *pro rata* for the actual time they work on Sunday. But taking into consideration the necessities of the service to the public and the interests of the Company, the Management will arrange the Sunday schedules to conform as nearly as possible to an eight hour day basis.

Ninth.—The Company, will, upon application to the car-starter or foreman, give leave of absence to employés for a reasonable period of time when their services can be spared, and in the event of the refusal of the car starter or foreman, the matter to be settled by the Superintendent.

Tenth.—The Company will not discirminate against employés by reason of their being members of any organization.

Eleventh.—On the lines where no office of the Company is passed, or close by, an officer of the Company will collect and exchange fare boxes at points appointed for the purpose.

Twelfth.—It is understood that only the men in the shops required for the necessities of the service shall be compelled to work on Saturday afternoons, excepting, when in the opinion of the Management, the services of all the men, or any of them, are required on Saturday afternoon to meet the necessities of the business.

Thirteenth.—Tools necessary for work in the motor shop shall be supplied em-

ployés. The men shall not take tools away from the shops, and shall be responsible for breakages or loss occasioned by their negligence, and must return said tools in good condition; in default of doing so, they must pay for same.

Fourteenth.—The men in the Motor Shop and its branches shall be given five minutes in which to wash before leaving work, and any employé abusing this privilege, in the opinion of the Management, shall be subject to dismissal.

Fifteenth.—The General Superintendent or Manager shall receive a Committee of Employés at any reasonable time to discuss any matters arising out of this agreement.

Sixteenth.—All rights, privileges and immunities now enjoyed by, and obligations of, the employés shall continue.

Seventeenth.—All cars shall be properly equipped before being taken out each morning; but this shall not relieve any conductors from his obilgation to see that his car is properly equipped.

Eighteenth.—The change slip pertaining to the fifth off-day shall be discontinued and men who are entitled to five off-days per month shall be allowed the same.

In witness whereof the parties hereto have executed these presents.

Dated at Toronto,
This 18th day of
August, A.D. 1910

MISSION OF THE MINISTER OF LABOUR, CANADA, TO EUROPEAN CONFERENCES ON SOCIAL REFORM.

ON August 16, the Honourable W. L. Mackenzie King, Minister of Labour, left Ottawa for Europe, for the purpose of attending several international conferences on important questions of social reform. Orders-in-Council deputing the Minister of Labour as the representative of Canada at the conferences in question had been previously passed.

The conferences which the Minister will attend are as follows: International congress of social insurance, to be held at The Hague, September 6 to 8; a congress representing higher technical education, to be held at Brussels, September 9 to12; international conference on unemployment, to be held at Paris, France, September 2 to 21; Congress of the International Association for Labour Legislation, to be held at Lugano, Switzerland, September 26 to 28, at which will be specially discussed the question of the eight-hour shift in uninterrupted processes and the question of a minimum wages policy in connection with home work.

Invitations to the congress on social insurance, unemployment and higher technical education were received from the governments of the countries in which the conferences will be held, having been transmitted through the Royal British Embassies and the Colonial Office.

Copy of Order in Council.

A copy of the Order-in-Council appointing the Minister of Labour as the representative of Canada at the congresses on social insurance, unemployment and labour legislation, is as follows:—

Certified copy of a Report of the Committee of the Privy Council, approved by His Excellency the Administrator, on the 11th June, 1910.

On a Memorandum dated June 9, 1910, from the Right Honourable Sir Wilfrid Laurier, stating that a communication has been received from the Minister for the Netherlands at the Court of St. James, which has been transmitted in the form of a despatch from the Right Honourable the Secreatry of State for the Colonies, under date the nineteenth May, 1910, in which an invitation has been extended to the Government of Canada to be represented at an International Congress of Social Insurance, which is to be held at The Hague, from September 6 to September 8, 1910.

The Minister further states that a communication has also been received from the Ambassador for France at the Court of St. James, which has been transmitted

in the form of a despatch from the Right Honourable the Secretary of State for the Colonies, under date the twenty-eighth April, 1910, in which an invitation has been extended to the Minister of Labour of Canada to attend an International Conference on the subject of Unemployment, which is to be held in Paris, France, from September 18 to September 21, 1910.

That a communication has been received from the President of the International Association for Labour Legislation, by the Minister of Labour, in which an invitation has been extended to the Government of Canada to appoint a delegate to attend the Sixth Delegates' Meeting of the International Association for Labour Legislation, which is to be held at Lugano, Switzerland, from September 26 to September 28, 1910, at which the question of the eight hours' shift in uninterrupted processes, and the question of a minimum wages' policy in connection with home work, are to be discussed.

The Minister is of opinion that it is desirable that Canada should be represented at these important International gatherings, and that the invitations above mentioned should, for this reason, be accepted.

The Minister recommends that the Honourable W. L. Mackenzie King, C.M.G., M.P., Minister of Labour of Canada, be named as the representative of Canada to attend the above mentioned Conferences.

The Committee submit the same for approval.

(*Signed*) F. K. BENNETTS,

Assist. Clerk of the Privy Council.

An Order-in-Council to similar purport was passed deputing the Minister of Labour to attend as the representative of Canada, the Congress on Higher Technical Education, to be held at Brussels, Belgium.

FURTHER DECISION BY PERMANENT BOARD OF CONCILIATION IN DIFFERENCES BETWEEN MONTREAL SHIPPING COMPANIES AND LONGSHOREMEN.

THE issue of the *Labour Gazette* for August contained a statement of proceedings incident to a reference before the permanent Board of Arbitration established as part of the adjustment in April last before a Board of Conciliation and Investigation established under the Industrial Disputes Investigation Act 1907, of differences between the various Shipping Companies of Montreal and longshoremen in their employ. The award of the permanent Board was dated July 7, and was unanimous in nature, being signed by Mr. Farquhar Robertson, ex-President of the Board of Trade at Montreal, as Chairman, Mr. G. R. Brunet, of the Typographical Union of Montreal, as representing the longshoremen, and Mr. J. Herbert Lauer, Secretary-Treasurer of the Builders' Exchange of Montreal, as representing the Shipping Companies.

The Department has since received a statement of a second reference, the award in which bears date of July 29, and which was again signed by the three members of the Board. The text of this second report of the Board is as follows:—

Board of Arbitration in re-: Complaint submitted by the Elder-Dempster Company, Limited, (one of the constituent parties of the shipping federation) versus the syndicated longshoremen.

The Board having heard evidence submitted to it as per the Minutes hereto attached, after due and careful consideration, awards the following decision:—

1. In the specific case of the SS. "Canada Cape," the refusal to work by the men forming part of the gang on the wharf was unjustified. The loss of time caused to the Shipping Company by this refusal must therefore be borne by the Longshoremen's Union, if these five men are members thereof; if non-members, to be borne jointly and severally by these five individual men. The cost is fixed as: Loss incurred by gang of fifteen men, time three hours, equalling forty-five hours at thirty cents, or $13.50 (Thirteen 50–100 Dollars.)

2. The claim that the term "gang" does not include the foreman is not borne out by the evidence. The Board draws attention to the misuse of the word "foreman," this officer being correctly designated in other ports as the "ganger", the Board is of opinion that the same term should apply to the Port of Montreal.

3. The indefinite wording of Clause 8 of the agreement has been exhaustively considered, and the Board awards: That the distribution of the gang must be left to the officer in charge of the boat, but recommends that moderation and discretion be exercised. The number of men in the hold, according to evidence may be automatically increased or decreased, according to the character of the cargo. No evidence has been shown that same should be definitely fixed at eight men. The Board feels that friction might be easily avoided by placing additional men on the wharf (for trucking) in the case of long hauls from the sheds, which is hereby recommended.

4. In the case of alleged grievances, and previous to the serious step of the men going on strike, or the Companies suspending work on their Boats, it shall be necessary for either party to first make a formal statement of their grievance to the Superintendent, or "Walking Boss"; and in no case shall such strike or suspension occur before first submitting the alleged grievance to the Board of Arbitration and awaiting their prompt decision.

5. The statement having been made in the Press that the Longshoremen's Union were dissatisfied because witnesses hitherto had not been examined under oath, the Board desires to express its entire willingness to have sworn evidence, if mutually requested by both parties hereto. The Board at the same time would remind such objectors of the additional expense incurred by stenographers, etc., in the matter of sworn testimony, and that the Union would naturally have to shoulder its proportion of such expense.

6. The Board having regard to the conflicting character of Clause 8 of the award, has decided that the Statutory fees of this inquiry shall be borne one-half by each of the parties hereto. The specific charge defined in Clause 1 of the present award is of course excepted.

In conclusion the Board earnestly hopes that both on the part of the Shipping Companies and the Longshoremen, the award of the Conciliation Board will be interpreted in a spirit of mutual good will and forbearance. The exercise of a little common sense and discretion on both sides would go far to avoiding a number of petty complaints.

It is again with pleasure that the Board reports the present award to be a unanimous one on the part of the three arbitrators appointed.

(Sgd.) FARQUHAR ROBERTSON,
Chairman.

J. H. LAUER,
Representative of the Longshoremen.

G. R. BRUNET,
Representative of the Companies.

Board of Trade, Montreal, July 29, 1910.

RESOLUTIONS OF THE DOMINION LEGISLATIVE BOARD OF THE INTERNATIONAL BROTHERHOOD OF LOCOMOTIVE ENGINEERS TO BE DISCUSSED WITH THE BOARD OF RAILWAY COMMISSIONERS OF CANADA.

AT a meeting of the Dominion Legislative Board of the International Brotherhood of Locomotive Engineers, held at Ottawa, Ont., in March last, certain resolutions were adopted looking to the improvement of conditions of employment for this class on Canadian railways. A letter embodying the resolutions in question was addressed to the Board of Railway Commissioners of Canada, under date of April 8, 1910.

During the month of August it was announced by the Board of Railway Commissioners that the matter will be

discussed at the sittings of the Board to be held in Ottawa, on Tuesday, November 1, 1910, and that the matter will, therefore, be placed on the November operating list of the Commissioners, for that date.

A copy of the letter containing the requests of the engineers is as follows:—

Resolutions Submitted.

OTTAWA, ONT., April 8, 1910.

To the Honourable, the Chairman and Board of Railway Commissioners.

Gentlemen,—

At the recent session of the Dominion Legislative Board of the International Brotherhood of Locomotive Engineers, held in Ottawa, March 29 to April 2, inclusive, the following resolutions were unanimously adopted, and the Legislative Representative instructed to place them before your Honourable body for your most earnest consideration.

No. 1.—That sign-boards be placed at the side of the railway track defining the limits of cities, towns and villages, for the guidance and information of the men in train service.

No. 2.—That owing to the liability of accident and the exposure to the severe cold during our winter season, that a law be enacted preventing the running of locomotive tender first beyond a distance of ten (10) miles, except in cases of emergency.

No. 3.—That a law be enacted requiring all railway companies in Canada to equip their locomotives with power headlamps and air bell-ringers.

No. 4.—That, recognizing the many dangers and the liability of accident in running over portions of the railway unknown to the engineer, that a practical and competent engineer familiar with the road about to be run over, be placed upon the locomotive, in addition to the regular engine crew.

No. 5.—That, owing to the very fatiguing nature of our occupation, and the constant demand for vigilance neecssary for the faithful performance of our duties as locomotive engineers in handling the commerce of the country and the lives of its citizens, it therefore follows that we would be provided with clean, comfortable and sanitary quarters where we may be assured of uninterrupted repose and quiet in order to prepare ourselves for our important duty.

Many terminals, we regret to say, are absolutely unprovided for in this respect. As a class we do not desire to patronize or frequent places where intoxicants are sold, and we therefore ask that the railway companies be required to establish suitable quarters at all terminals, as above mentioned.

No. 6.—That owing to the absence of land marks in many of the localities in which our men are employed, and as a guide to inform them of their exact whereabouts in approaching stations, it was unanimously decided to recommend to your honourable body that a large signboard be placed one mile outside of yard limit.

No. 7.—That the matter of the removal of all snow-cleaning devices from locomotives, which was referred to your honourable body in 1908, be again brought to your attention, as we are firmly of the opinion that such devices should have no place on locomotive, with the exception of the steel pilot plough now used by the Canadian Pacific Railway Company in the mountain districts of British Columbia. These ploughs do not project above the buffer-beam, nor do they touch the rail, and are considered a reinforcement to the pilot.

No. 8.—That we respectfully request the Board of Railway Commissioners to take such action as they may deem advisable to have suitable inspection supplied for all wooden bridges.

No. 9.—That the attention of the Board of Railway Commissioners be called to the fact that many of the modern engines now being built and used in Canada are totally devoid of comfort or convenience for the men who are obliged to spend the greater part of their time on them. Everything is apparently sacrificed in order to make them as huge and powerful as possible. As most of them carry at least 200 lb. pressure per square inch, it means that the men who handle them are separated by only a few inches from a temperature of 387 degrees of heat.

To get into position to handle these monsters, the engineer is obliged to climb over obstructions in the shape of different parts of the equipment, and wedge himself in the narrow space between the side of the cab and the boiler. Should the engine run off the track and turn over, the engineer has not the slightest chance of escape and would likely be crushed and scalded to death.

Further, that we respectfully ask the Board that they give this matter their most earnest consideration, and endeavour to place some limit on the size of boiler and cab that will allow for ample room and breathing space. The appliances for operating the engines are not infrequently placed in such very awkward positions that the engineers are at a disadvantage in cases of great emergency.

Water-glasses, steam-guages, air-guages and lubricators, which require almost constant observation, are often found so inconveniently located that the engineers attention is too long diverted from the track and signals.

No. 10.—That owing to the unclean condition of the working parts, especially that portion under the boiler and between the frames, and the liability to accident by the engineer in attempting to crawl under the engine between the wheels, to inspect his locomotive, the Board recommends that the engineer be held responsible only for such defects as may be reasonably detected from the outside, and in addition to the inspection by the engineer, the engines shall also be inspected by a competent inspector at all railway terminals, and the enigneer not held responsible for any defects which the inspector may find.

No. 11.—The Board was of the opinion that as the safety of life and property depends upon the sight and judgement of the men who guide the traffic, and having practical knowledge of the inability, under certain conditions, to obtain more than a partial view of the track and signals, such protection should be afforded as would enable the engineer to, at all times, have a clear and uninterrupted view ahead. Having examined a model of the "Quirk Storm Guard or Protector," and heard the endorsement of one who had used it, they were unanimous in the proposal of recommending to the management of the several Canadian railway companies a trial of the "Protector."

The patentee, Mr. T. J. Quirk, 183 East Front street, Dunkirk, N.Y., will be glad to furnish sketches, or any information desired.

No. 12.—That owing to the fact that not infrequently an employé of the railway company is injured through no fault of his own, and the railway company's officials eventually refer him to their claims-agent, who usually requests the employé to wait until such time as his is completely recovered before making a settlement, thus requiring him, in many cases, to become indebted for the necessities of life for himself and family. The Board therefore agree unanimously to request that monthly payment of a sum at least equal to that which he would have earned, should be made to injured employés.

All of which is respectfully submitted.

(*Signed*) C. LAWRENCE, *Chairman.*

(*Signed*) BYRON BAKER, *Secretary.*

ROYAL COMMISSION ON INDUSTRIAL TRAINING AND TECHNICAL EDUCATION—WORK ACCOMPLISHED DURING AUGUST.

THE Royal Commission on Industrial Training and Technical Education continued its work in the Maritime Provinces during August following the itinerary published in the August issue of the *Labour Gazette*, and in addition visited Chatham, N.B., on August 26, and St. Catharines, Ont., and Paris, Ont., on August 30 and 31. Industrial conditions in the Provinces of Prince Edward Island and New Brunswick were fully investigated and some towns in the Province of Nova Scotia not covered in July were visited during the month. The cordial reception which had been given to the Commission during its progress through Nova Scotia, as recorded in the statement for the preceding month,

was repeated in the Provinces of New Brunswick and Prince Edward Island, the assistance, and in many instances, the hospitality of representative citizens and municipal officials was continued throughout the tour.

During the first few days of August the work of the Commission took it to Sydney, Glace Bay, North Sydney and Sydney Mines, where a thorough investigation of the mining and steel industries which have been developed in these districts, was made; at the same time considerable attention was paid to the industries of agriculture and fishing, evidence being taken as a rule from leading citizens and officials prominently connected with the enterprises indicated. At Sydney the Commission was tendered a public banquet which was attended by the leading citizens and at which there were numerous expressions of satisfaction at the establishment of the Commission and at the work accomplished to date. On August 4 the Commission visited the summer school at Antigonish and paid special attention to the work of the University of St. Francois Xavier. On the evening of August 6 the Commission reached Charlottetown, P.E.I., where they were met on landing, by Premier Haszard, who welcomed the members of the Commission to the island Province, placed the legislative chamber at its disposal during their stay in the Capital, and personally attended the sessions held at Charlottetown and at Hillsboro. Premier Haszard also presided at the civic exercises held in connection with consolidated school at the latter place. In his address of welcome at the opening session at Charlottetown the Prince Edward Island Premier expressed the great satisfaction of the people of the Island with the establishment of the Commission, both as to its membership and its objects. The name of the Chairman, Dr. Robertson, was in his opinion a sufficient guarantee that the investigations of the Commission would be thorough and the outcome practical and helpful. The Commission held a session at Summerside, P.E.I., on the 10th of August. Returning then to the mainland, Amherst, N.S., and Springhill, N.S., were visited, after which points in the Province of New Brunswick were taken up, beginning with Sackville on the afternoon of the 12th instant and proceeding to Moncton, the headquarters of the Intercolonial Railway, where two days were spent, namely, August 15 and 16. Sussex and Hampton were visited on August 17. At St. John three days were spent, from the 18th to the 20th. Fredericton, Woodstock and Chatham were then taken in turn, the Commission closing its tour of New Brunswick at Chatham on the 26th instant. The first session of the Commission at St. John was attended by Premier Hazen of New Brunswick, who cordially welcomed the Commission to that Province and placed the legislative chamber in Fredericton at its disposal during any sessions it might have at the Capital. On a later occasion at a luncheon tendered the Commission by the Mayor and President of the Board of Trade at St. John, Premier Hazen expressed his pleasure at the action of the Dominion Government in appointing the Commission.

A brief summary of the work of the Commission in the Maritime Provinces from July 18, the date of its first session, to August 26 shows the Commission to have been 33 days on tour and to have visited during that time 33 towns and cities. Nearly 400 witnesses have been examined, whose evidence, when typewritten in full, will cover 1,000 foolscap pages. On leaving New Brunswick the Commission proceeded to Toronto to be present in that city during a portion of the first week of the Canadian Industrial Exhibition, also to hold sessions at points in Ontario as above noted. The members of the Commission are to be the guests of the Directors of the Exhibition at the luncheon on September 1, Manufacturers' Day.

It has been found necessary to make some change in the itinerary for Ontario and Quebec as originally planned and as printed in the August issue of the *Labour Gazette*. Owing to the number of places which it was felt desirable the Commission should visit in the Province of Ontario, and with a view to covering the ground as quickly as possible, it was decided to di-

vide the Commission into two sections during the early weeks of September, one of these sections, that covering Eastern Ontario, to be under the Chairmanship of the Honourable J. N. Armstrong, and that covering Western Ontario to be under the Chairmanship of the Reverend Dr. Bryce. Dr. Robertson, Chairman of the Commission, had been compelled to leave the Commission at the close of its tour in New Brunswick in order to carry out some private engagements in Newfoundland, his intention being to rejoin the main body of the Commission about the middle of September. The itinerary of the Commission for Ontario and Quebec as rearranged is as follows:

St. Catharines	August 30.
Paris	August 31.
Collingwood	September 6.
Woodstock	September 12.
Goderich	September 13.
Listowel	September 14.
Owen Sound	September 15.
Barrie	September 9.
Orillia	September 10.
Lindsay	September 12.
Oshawa	September 13.
Cobourg	September 14.
Cornwall	September 15.
Smith's Falls	September 16.
Ottawa	September 26-27.
Brockville	September 28.
Kingston	September 29-30.
Belleville	October 1.
Peterboro	October 3.
Toronto	October 4-5.
Hamilton	October 6-7.
Niagara Falls	October 8.
Brantford	October 10.
Galt	October 11.
Guelph	October 12-13.
Berlin	October 14.
Stratford	October 15.
London	October 17-18.
St. Thomas	October 19.
Chatham	October 20.
Windsor and Walkerville	October 21-22.

The Commission intends to visit Toronto a second time after its return from the Western Provinces. It will then receive testimony at greater length from those who may be arranged with, by local committees to come before it, representing educational institutions, the various industries and workers.

Montreal	September 19 and 21.
Macdonald College	September 20.
Quebec	September 22-23.

In addition to the above, other places in the Province of Quebec will be visited after the Commission returns from the Western Provinces. As in the case of Toronto, a second visit will be made to Montreal, to receive fuller testimony from those who may be arranged with to to come before it, by local committees, representing the educational institutions, the various industries and workers.

REPORT OF THE MASSACHUSETTS COMMISSION ON THE COST OF LIVING.*

A state commission was appointed in Massachusetts on February 28 of the present year, for the purpose of inquiring into the causes of the increased prices of the necessaries of life, as compared with wages and income, and into the direct and indirect effect of the tariff upon wages, income and cost of living. The report of the commission, which has recently been published, forms an important contribution to the literature on the subject of the cost of living. While the Report deals more particularly with conditions prevailing in Massachusetts, a broad survey of the whole question is taken, thus rendering many of the opinions and recommendations expressed therein capable of a general application.

Scope of Inquiry.

As a basis of comparison, price statistics of the principal commodities are given for the United States, Canada, France and Germany, and it is shown

*The findings and recommendations of this Commission are given in full in the July issue of the *Labour Gazette*, page 115.

that there has been a parallel movement of wholesale prices in England and America since 1840, the differences between the two countries from year to year being readily explained by local circumstances. It is remarked that the advance in prices in Canada in 1909, over the average for the years 1890-99, is 38.6 per cent., whereas the advance in the United States was 21.3 per cent. The difficulties in arriving at a correct estimate of prices are pointed out, owing to the fact that in some products a deterioration of the quality has taken place instead of an increase of price, and that prices of a similar article vary greatly in different localities. Statistics of wages and yearly earnings are given, which show a correspondence between the rise and fall of wages and the rise and fall of prices, but variations in wages, as a rule, lag a year behind the variations in prices.

The factors which tend, or are thought to tend, to an increased cost of living are discussed in detail. These are grouped under the headings, Social Wastage, Individual Wastage, Changes in Supply, Changes in Demand and Changes in the Value of Money. The forms of social wastage which have led to higher prices comprise war, cost of government, crime, pauperism and insanity, accident and disease, waste from fire, unemployment, and a faulty system of education. The forms of individual wastage comprise drink, luxury, amusements and domestic waste. Under the heading of Changes in Supply are discussed the drain of population from the land, the exhaustion of natural resources, transportation methods, advertising, adulteration, package goods and short weights, the tariff, trusts, trade unions and the cost of labour. The changes in demand are brought about by movement of population, the rise in the standard of living, and extravagance.

Effects of Increase of Cost of Living.

It is claimed that the advance in prices has brought some gains to producers, while it has inflicted hardship on consumers. Rising prices stimulate business and avert prolonged industrial depression. On the other hand, they promote a reckless speculative spirit in business circles and inflict a hardship on wage-earners and salaried persons, whose incomes do not rise proportionately. The consequences are a tendency to reduce the standard of living among these classes, which is overcome by the influx of women into the field of commercial employment, and by the limitation of the size of families.

QUEBEC LEGISLATION AFFECTING LABOUR.

THE Statutes passed by the Legislature of the Province of Quebec, during the session of the earlier months of the present year, were recently issued, and a copy received at the Department of Labour. The following is a brief review of the more important Acts affecting labour which received the Royal assent:—

Establishment of Employment Bureaus.

The establishment and maintenance of employment bureaus in cities and towns is authorized by special statute. The control of such bureaus is vested in the Minister of Public Works and Labour. Each bureau is to have a separate superintendent, who is to receive a salary of not more than $1,000 a year, and who is to report annually when required to do so. The engaging of the necessary subordniate employés is also provided for. The purpose of the bureaus is to enable workmen, who are British subjects or born in Canada and who reside in the Province, to register their names free of charge; employers requiring the services of workmen may also register applications free of charge; and the two will in this way be brought together. Bureaus under the control of private persons must be licensed and held subject to inspection by the Factory Inspectors, and must report as required by the Minister of Public Works and Labour under a penalty of $50. The term "work-

man" includes every person who does manual labour and who is included in the class of persons named by the Order in Council creating a Bureau.[1]

Protection of Child and Female Labour.

The employment of any boy or girl less than sixteen years of age who is unable to read and write fluently is now prohibited. An inspector may require children of sixteen years of age to undergo examination and may dismiss them if they fail to pass. He may also require a birth certificate. The employment is prohibited of any child less than fifteen years of age to act or sing in a theatre, hall for moving pictures, etc., except in educational institutions or in entertainments for charitable purposes.

An important addition to the law in this connection has reference specifically to cotton and woollen factories. The working hours of children and women is limited to ten per day in these establishments and to fifty-eight per week, though an apportionment of working hours, for the purpose of giving a shorter day's work on Saturdays is permitted. An hour must be allowed each day for meals and must not be counted as part of the hours of employment. The "day" mentioned above is not to begin before 6.30 in the morning nor end after 6.30 in the evening, and is in no case to exceed ten and one half hours.

It is understood that this change has been made largely as the result of the representations of the then Deputy Minister of Labour, Mr. W. L. Mackenzie King, C.M.G., who in 1908 conducted an investigation as a Royal Commissioner into conditions of employment in the textile industry of Quebec.

The Act will come into force on January 1, 1911.[2]

Co-operation.

Agricultural societies and farmers' clubs have been given permission with the sanction of the Minister of Agriculture to take shares in co-operative agricultural associations. Societies for the manufacture of dairy products may also become members of a co-operative association. Moreover, a co-operative agricultural association may become a member of any similar association, but is not permitted to subscribe more than one share. Any director of a farmers' club, agricultural society, etc., who is a member of a co-operative association is eligible for appointment as a director of such co-operative association. The president or vice president of an agricultural association may represent his association at general meetings of the shareholders of co-operative associations and may vote in the name of the association which he represents.[3]

Aid to Forestry Education.

A grant of $4,000 for the school year of 1910-1911 and a sum of $5,000 for each subsequent school year are authorized to *Le Syndicat Financier de l'Université Laval*, to aid in the establishment and maintenance of forestry education in the province "of a nature to train men competent to assume the control and management of forests belonging to the Crown or to private persons."[4]

Protection of Government Annuities.

The property and interest of an annuitant in a contract for an annuity under the Dominion Statute and its amendments is declared to be unassignable and not subject to seizure, except as provided by legislation of the Dominion.[5]

Miscellaneous.

The charter of the Montreal Firemen's Benefit Association was extensively amended by special Act.[6]

Timber cut on certain lands granted by way of subsidy is made subject to new regulations ordering the manufacture thereof within the Dominion of Canada.[7]

The appointment of a Commission to submit rules for the management of running waters is authorized, the object

1. Que. Stat. 1910, chap. 19.
2. Que. Stat. 1910, chap. 27.
3. Que. Stat. 1910, chap. 14 and 15.
4. Que. Stat. 1910, chap. 21.
5. Que. Stat. 1910, chap. 41.
6. Que. Stat. 1910, chap. 89.
7. Que. Stat. 1910, chap. 3.

being to further the utilization of the water powers and to reconcile the interests of agriculture, manufacturing and forestry.[8]

Railway passenger tickets, baggage checks, way bills, bills of lading, notices, blank forms, etc., issued by a railway, navigation, telegraph, telephone, express or electric power company, must in future be printed in both French and English.[9]

Under an Act authorizing the appointment of a Commission to consider the best means of establishing a system of parks on the Island of Montreal and the Ile Jesus, a portion of the duties of the Commission is defined as to prepare plans and devise the best means for securing areas for model homes for workingmen.[10]

The Quebec License and the Closing of Taverns Acts are amended with respect to the time of closing. The hour is placed at seven o'clock on Saturday evenings, instead of eleven o'clock as previously. Sales are prohibited on Christmas, New Year's day and Good Friday.[11]

The Act respecting the manufacture of dairy products is amended by the addition of a section providing for the inspection of butter and cheese factories, the licensing of the same and the closing of unsanitary establishments.[12]

8. Que. Stat. 1910, chap. 5.
9. Que. Stat. 1910, chap. 40.
10. Que. Stat. 1910, chap. 6, sec. 1.
11. Que. Stat. 1910, chap. 10.
12. Que. Stat. 1910, chap. 16.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published except where otherwise stated, by courtesy of the Department of the Interior, Canada.

British Emigration Returns.

During the month ended July 31, 1910, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Boards of Trades, was as follows:—

EMIGRATION FROM GREAT BRITAIN DURING JULY, 1910.

Nationality.	1910	1909.
English	11,717	6,778
Welsh	195	213
Scotch	3,208	1,953
Irish	469	460
British Colonial	613	596
Total British subjects	16,382	10,000
Foreign	4,104	2,901
Total	20,486	12,901

During the seven months ending July 30, 1910, the number of passengers leaving the United Kingdom, as above, was:—

EMIGRATION FROM GREAT BRITAIN MAY-JULY, 1910–1909.

Nationality.	1910	1909
English	71,132	37,889
Welsh	1,541	705
Scotch	23,959	11,444
Irish	4,303	2,582
British Colonial	2,054	1,310
Total British subjects	102,989	59,930
Foreign	24,296	16,137
Total	127,285	70,247

Recent Immigrant Arrivals.

THE following table gives a detailed return of the total immigration to Canada for the months of April and May, 1910, compared with the months of April and May, 1909.

TOTAL IMMIGRATION TO CANADA FOR THE MONTHS OF APRIL AND MAY, 1910, COMPARED WITH THAT OF APRIL AND MAY, 1909.

	1909–1910.				1910–1911.				INCREASE.				Percentage of Increase
	Males.	Females	Children	Totals.	Males.	Females	Children	Totals.	Males.	Females	Children	Totals.	%
April—													
Ocean Ports	8,057	2,021	1,550	11,628	19,420	4,811	3,588	27,819	11,363	2,790	2,038	16,191	39
U.S.A.	7,642	2,361	2,606	12,609	11,924	3,951	4,488	20,363	4,282	1,590	1,882	7,754	61
Totals	15,699	4,382	4,156	24,237	31,344	8,762	8,076	48,182	15,645	4,380	3,920	23,945	99
May—													
Ocean Ports	10,513	4,283	3,127	17,923	20,857	7,328	5,210	33,395	10,344	3,045	2,083	15,472	86
U.S.A.	7,115	1,925	2,067	11,107	8,508	2,938	2,748	14,194	1,393	1,013	681	3,087	28
Totals	17,628	6,208	5,194	29,030	29,365	10,266	7,958	47,589	11,737	4,058	2,764	18,559	64
Grand Totals	33,327	10,590	9,350	53,267	60,709	19,028	16,034	95,771	27,382	8,438	6,684	42,504	80

Subject, possibly, to slight changes.

Homstead Entries.

The following statements show the number of homestead entries made during the months of June and July, 1910, respectively, as compared with the months of June and July, 1909:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF JUNE 1910, AS COMPARED WITH JUNE, 1909.

AGENCY.	MANITOBA.		SASKATCHEWAN		ALBERTA.		BRITISH COLUMBIA	
	1910	1909	1910	1909	1910	1909	1910	1909
Battleford			288	171				
Brandon	11	13						
Calgary					744	710		
Dauphin	114	98						
Edmonton					611	374		
Estevan			133	126				
Humboldt			229	138				
Kamloops							23	19
Lethbridge					109	291		
Medicine Hat			225		237			
Moose Jaw			747	1,115				
New Westminster								2
Peace River					13			
Prince Albert			187	128				
Regina			63	75				
Red Deer					271	194		
Saskatoon			614	473				
Swift Current			817					
Winnipeg	229	157						
Yorkton			143	121				
Total	354	268	3,440	2,347	1,985	1,569	23	21

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF JULY, 1910, AS COMPARED WITH JULY, 1909.

AGENCY.	MANITOBA.		SASKATCHEWAN.		ALBERTA.		BRITISH COLUMBIA.	
	1910	1909	1910	1909	1910	1909	1910	1909
Battleford			248	163				
Brandon	17	10						
Calgary					403	564		
Dauphin	120	124						
Edmonton					506	404		
Estevan			134	124				
Humboldt			166	157				
Kamloops							20	26
Lethbridge					90	438		
Medicine Hat			117		122			
Moose Jaw			629	1,146				
New Westminster							1	1
Peace River					15	10		
Prince Albert			220	137				
Regina			48	57				
Red Deer					220	201		
Saskatoon			393	414				
Swist Current			441					
Winnipeg	170	166						
Yorkton			180	106				
Total	307	300	2,576	2,304	1,356	1,617	21	27

Total number of entries: July, 1910—4,260
July, 1909—4,248

Net increase for July, 1910 12

It will be seen that there have been net increases of 1,597 in the number of entries made during July, 1910, as compared with the corresponding months of 1909.

A statement of the entries made during the first seven months of the calendar year 1910, compared with the same period of 1909, is as follows:—

ENTRIES DURING JANUARY-JULY, 1910-1909.

MONTH.	MANITOBA.		SASKATCHEWAN.		ALBERTA.		BRITISH COLUMBIA.	
	1910	1909	1910	1909	1910	1909	1910	1909
January	152	125	976	605	1,558	566	12	12
February	161	168	1,069	636	1,007	543	17	17
March	202	219	2,688	1,271	1,901	1,077	28	25
April	324	231	4,240	2,395	2,620	1,934	25	44
May	281	170	3,745	1,611	2,328	1,433	20	29
June	354	268	3,440	2,347	1,985	1,569	23	21
July	307	300	2,576	2,304	1,356	1,617	21	27
Total	1,781	1,481	18,734	11,169	12,755	8,739	146	175

The total entries made during the first seven months of 1910 numbered 33,416, compared with 21,654 in the corresponding months of 1909, or an increase of 11,852.

Nationalities of Homesteaders.

The nationalities of homesteaders during June and July, 1910, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan Alberta and British Columbia, were as follows:—

NATIONALITIES OF HOMESTEADERS DURING JUNE, 1910.

NATIONALITIES.	PROVINCES.				TOTAL.
	Manitoba.	Saskatchewan	Alberta.	B. Columbia.	
Canadians from Ontario	21	319	250	2	592
" Quebec	10	73	46	2	131
" Nova Scotia	1	11	11	.....	23
" New Brunswick	.....	11	12	.....	23
" Prince Edward Island	.....	4	3	.....	7
" Manitoba	60	138	31	.....	229
" Saskatchewan	.....	511	29	.....	540
" Alberta	.....	11	108	.....	119
" British Columbia	.....	1	10	3	14
Persons who had previous entry	54	50	52	1	157
Newfoundlanders	.....	.....	.....	.....	.....
Canadians returned from the United States	4	56	26	.....	86
Americans	22	1,044	720	4	1,790
English	45	398	265	8	716
Scotch	5	103	74	2	184
Irish	9	35	25	.....	69
French	4	36	8	.....	48
Belgians	2	7	1	.....	10
Swiss	1	2	7	.....	10
Italians	.....	3	3	.....	6
Roumanians	.....	26	2	.....	28
Syrians	.....	3	.....	.....	3
Germans	10	66	42	.....	118
Austro-Hungarians	51	188	101	1	341
Hollanders	1	7	58	.....	16
Danes (other than Icelanders)	2	9	.....	.....	16
Icelanders	8	5	.....	.....	13
Swedes	12	73	32	.....	117
Norwegians	4	77	41	.....	122
Russians (other than Mennonites and Doukhobors)	28	171	70	.....	269
Mennonites	.....	.....	.....	.....	.....
Doukhobors	.....	.....	.....	.....	.....
Chinese	.....	.....	.....	.....	.....
Japanese	.....	.....	.....	.....	.....
Persians	.....	.....	.....	.....	.....
Australians	.....	.....	.....	.....	.....
New Zealanders	.....	.....	2	.....	2
Greeks	.....	1	.....	.....	1
Servians	.....	1	.....	.....	1
Spaniards	.....	.....	1	.....	1
Total	354	3,440	1,985	23	5,802

Number of souls represented by above entries, 14,283.

NATIONALITIES OF HOMESTEADERS DURING JULY, 1910.

NATIONALITIES.	PROVINCES.				TOTAL.
	Manitoba.	Saskatchewan	Alberta.	B. Columbia.	
Canadians from Ontario	16	182	148	4	350
" Quebec	3	62	44	1	110
" Nova Scotia	3	6	11	.....	20
" New Brunswick	.....	4	7	.....	11
" Prince Edward Island	.....	2	3	.....	5
" Manitoba	73	65	17	.....	155
" Saskatchewan	.....	152	26	.....	478
" Alberta	1	5	96	.....	102
" British Columbia	.....	5	10	2	17
Persons who had previous entry	46	130	43	.....	219
Newfoundlanders	.....	2	.....	.....	2
Canadians returned from the United States	.....	39	19	.....	58
Americans	11	557	386	5	959
English	44	413	188	4	649
Scotch	10	55	35	3	103
Irish	4	15	17	2	38
French	3	14	12	.....	29
Belgians	.....	13	7	.....	20
Swiss	.....	.....	4	.....	4
Italians	.....	2	2	.....	4
Roumanians	.....	15	1	.....	16
Syrians	.....	7	.....	.....	7
Germans	11	53	34	.....	98
Austro-Hungarians	54	127	89	.....	270
Hollanders	1	2	10	.....	13
Danes (other than Icelanders)	1	17	14	.....	32
Icelanders	7	4	24	.....	13
Swedes	12	73	47	.....	132
Norwegians	.....	105	34	.....	139
Russians (other than Mennonites and Doukhobors)	7	144	47	.....	198
Mennonites	.....	.....	.....	.....	.....
Doukhobors	.....	.....	.....	.....	.....
Chinese	.....	.....	1	.....	1
Japanese	.....	.....	.....	.....	.....
Persians	.....	.....	1	.....	1
Australians	.....	.....	.....	.....	.....
New Zealanders	.....	.....	1	.....	1
Greeks	.....	5	.....	.....	5
Palestine	.....	1	.....	.....	1
Total	307	2,576	1,356	21	4,260

Number of souls represented by above entries, 10,284.

Of 1,876 homestead entries made during June, 1910, by persons from the United States, there was 684 from North Dakota, 322 from Minnesota, 135 from South Dakota, 107 from Washington, 88 from Michigan, sixty-four from Iowa, fifty-two from Illinois, eighty-four from Wisconsin, thirty-nine from Idaho, thirty-eight from Montana, thirty from New York, twenty-seven from Ohio, twenty-three from Nebraska, twenty-two each from Kansas, and Pennsylvaina, and twenty from Indiana.

Of 1,017 homestead entries made during July, 1910, by persons from the United States, as above mentioned, 410 were from North Dakota, 135 from Minnesota, fifty-six from Wisconsin, fifty-four from Iowa, fifty-one from South Dakota, forty-five from Washington, twenty-nine from Illinois, thirty-five from Michigan, twenty-three from Nebraska and twenty-two from Montana.

Lands Patented.

Abstracts of letters patented, covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia, and the Yukon Territory, during the months of June and July, 1910, respectively, as compared with the same months in 1909, are as follows:—

STATEMENT SHOWING THE NUMBER OF AND AREA COVERED BY LETTERS PATENT ISSUED IN JUNE, 1910-1909.

Nature of Grant.	June, 1910. No. of Patents.	No. of Acres.
Alberta Railway and Irrigation Company's sales	8	5,607.00
British Columbia Homesteads	6	983.62
British Columbia sales	4	413.30
Coal lands sales	11	2,611.79
Homesteads	1,270	201,214.28
Hudson's Bay Company	4	6,200.62
License of Occupation	6	.....
Manitoba Act grants	1	25.00
Military homesteads	1	215.69
Mining lands sales	1	20.00
Mineral rights (1,636.74 acres)	11	.....
North-west half-breed grants	0	3,346.50
Parish sales	.....	.....
Quit claim, special grants (320 ac.	2	.....
Railways—		
Calgary and Edmnoton	10	4,161.42
Canadian Northern Railway	27	20,524.38
Can. Pac. Railway grants	15	1,793.44
Can. Pac. Railway grants, Souris branch	.....	.....
Can. Pac. Railway roadbed and station grounds	15	517.625
Grand Trunk Pacific Railway	4	55.16
Manitoba and Northwestern Railway	10	162.77
Manitoba and Southeastern Railway	4	1,932.12
Manitoba Southwestern Colonial Railway	.....	.....
Qu'Appelle Long Lake and Saskatchewan Railroad and Steaboat Company	4	642.00
Sales	50	7,591.83
School lands sales	23	1,441.467
Special grants	25	1,481.71
Yukon Territory sales	6	149.64
Totals	1,538	261,091.36

STATEMENT SHOWING THE NUMBER OF AND AREA COVERED BY LETTERS PATENT ISSUED DURING JULY, 1910-1911.

Nature of Grant.	July, 1910. No. of Patents	No. of Acres.
Alberta Railway and Irrigation Company's sales	8	2,399.00
British Columbia homesteads	5	713.28
British Columbia sales	2	162.70
Coal lands sales	3	507.38
Homesteads	1,202	190,599.305
Hudson's Bay	3	35,752.40
License of Occupation	.....	.....
Military homesteads	1	320.00
Mining lands sales	.....	.....
Mineral rights (1,375,69 acres)	9	.....
North West halfbreed grants	5	8,271.80a
Parish sales	3	556.10a
Quit claim, special grants (151-76 acres)	1	.....
Railmays—		
Canadian Northern Railway	1	20.15
Canadian Pacific Railway grants	5	972.46
Canadian Pacific Railway roadbed and station ground	4	156.62
Grand Trunk Pacific Railway	12	836.51
Sales	6	5,601.73
School lands sales	28	1,269.87
Special grants	5	21.438
Yukon territory sales	7	62.83
Totals	1,380	248,223.57

In June, 1909, the number of patents issued was 1,636 covering an area of 251,226.12 acres, showing a decrease for the month of June, 1910, of ninety-eight in the number of patents issued, but an increase of 9,865.24 acres in the area patented.

In July, 1909, the number of patents issued was 1,204 covering an area of 186,013.98 acres, showing an increase for the month of July, 1910, of 174 in the number of patents issued and of 62,209.59 acres in the area patented.

Notes.

One hundred and sixty thousand immigrants came into Canada in the six months of the calendar year up to June 30. Of this number the American proportion is about ninety thousand and seventy thousand are British and from the continent of Europe.

More than 1,700 immigrants have obtained employment through the Ontario Bureau of Colonization since the beginning of the present year. The majority found positions as farm labourers in Western Ontario. The number of new arrivals placed by the Provincial Bureau so far this year exceeds the number placed during the whole of 1909.

RECENT INDUSTRIAL AGREEMENT.

ARTICLES of agreement entered into in duplicate this twenty-eighth day of June One thousand nine hundred and ten, between, The British Columbia Electric Railway Company, Limited, hereinafter called "The Company," and The Amalgamated Association of Street and Electric Railway Employés, of America, Divisions No. 101, Vancouver; No. 109 Victoria, and No. 134, New Westminster, (representing the Employés of the British Columbia Electric Railway Company, Limited, affected by this Agreement hereinafter called "The Association":

Agreement Between British Columbia Electric Railway Company and Employés.

On and after the first day of July, 1910, the following wages Schedules and working arrangements shall take effect and be binding upon the parties hereto:—

WAGES SCHEDULE.

"A"

Conductors and Motormen.

First three months	22	cents per hour.
Second three months	25	"
Second six months	27	"
Second year	29	"
Third year	31	"
Fourth year	33	"
Fifth year and after	35	"

Crews operating under Train Despatcher's orders, and crews operating work trains on City Lines, shall receive in addition to above, per hour extra, 1½ cents.

"B"

Car cleaners, car maintenance men, track greasers, armature and blacksmiths' helpers, and sawyer's and mechanics' helpers in Westminster Carshops shall receive the same wages as conductors and motormen on City Lines for like peroid of service.

"C"

Car Barn Department.

Painters	43	cents per hour.
Carpenters	43	"
Machinists	44	"
Lily	36½	"
Bailey, 1910-11	35	"
1911-12	36	"
1912-13	37	"
Blacksmiths	44	"
Armature winders, first year	$80	per month.
" second year	$85	"
" third year	$90	"
" fourth year	$95	"

"D"

Meter Department.

Housely	40	cents per hour.
Kerr	40	"
Wilson	35	"
Hill	35	"
Bellefeuille	35	"
Cole		"
New hands, first year	25	"
" second year	27	"
" third year	30	"
Troubleman Wintle,	$95.00	per month.
Victoria Troublemen, first year	23	cents per hour.
" second year	25	"
" third year	28	"
Assistant Troublemen, Vancouver	$65.00	per month.

"E"

Trimmers.

First year	$65	per month.
Second year	$75	"
Third year	85	"

"F"

Trackmen.

Regular men	28	cents per hour.

Nine months, service constitutes a "Regular" man. Last on, first off. The Company reserves the right to pay any wage to its floating labour which conditions of the labour market may render necessary or advisable. Trackmen will be paid time and a half for overtime up to 2 a.m., and double time from 2 to 6 a.m.

"G"

Unclassified.

Kerfoot, fender expert	37½	cents per hour.
Hilchey, Airbrake fitter	40	"
Expert Car electrician, (Escherby)	40	"
Competent car wireman	38	"
Horseshoer's floorman	40	"
Rogers, Victoria blacksmith's helper, to be paid journeyman's wages, when apprenticeship served.		
Bradley, general car repairer and black smith, North Vancouver,	$85.00	per month.
W. Gibson, Victoria, armature room, same as armature winders.		
Freight truckers, increase	03	cents per hour.

"H"

Car Building Shops.

Carpenters, painters and woodworking machine hands, First year	40	cents per hour.
Second year and af.	43	"
Machinists and blacksmiths	44	"
Other employés not herein enumerated and labourers, present staff, increase	03	"

"I"

Concessions.

Electric light, gas and transportation concessions as heretofore. Conductors and motormen's badges, however, will cover transportation on all lines.

FAIR WAGES SCHEDULE IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF AUGUST.

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals, and the Department of Marine and Fisheries, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

WHARF AT ANGERS, QUE.

Public wharf at Angers, Que.; name of contractors, J. H. & H. R. Murphy, Weyburn, Sask.; date of contract, July 26, 1910; amount of contract, $5,390.

Trade or Class of Labour.	Rate of Wages: Not less than the following rate per day of 10 hours.
Foreman carpenter	$2.50
Carpenters	1.75
Engineman for pile driver	2.00
Drillers	1.75
Powderman	2.00
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Quarrymen	1.50
Labourers	1.50
Driver with 1 horse and cart	2.00
Driver with 2 horses and wag	3.00

PIER AT KINGSPORT, N.S.

Extension to public pier at Kingsport, N.S.; name of contractor, H. MacAloney, Parrsborough, N.S., date of contract, July 20, 1910; amount of contract, $10,675.

Trade or Class of Labour.	Rate of Wages. Not less than the following rate per day of ten hrs.
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.50
Driver with 1 horse and cart	2.00
Driver with 2 horses and wag	3.00

EXTENSION TO BREAKWATER AT JOGGINS, NOVA SCOTIA

Extension to breakwater at Joggins, N.S.; name of contractors, S. J. Reid, Middle Musquodoboit, N.S.; date of contract, July 29, 1910; amount of contract, $8,400.

Trade or Class of Labour.	Rate of Wages. Not less than the following rate per day of ten hours.
Foreman carpenter	2.25
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.50
Driver with 1 horse and cart	2.25
Driver with 2 horses and wag	3.50

WHARF AT MARIA, QUE.

Extensions to wharf at Maria, Que.; name of contractors, Peter Nadeau & Sons, Grand Cascapedia, Que.; date of contract, July 29, 1910; amount of contract, $11,993.35.

Trade or Class of Labour.	Rate of Wages. Not less than the following rate per day of 10 hours.
Foreman carpenter	$2.25
Carpenters	1.50
Engineman for pile driver	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.35
Ordinary labourers	1.25
Driver with 1 horse and cart	2.00
Driver with 2 horses and wag	3.00

BREAKWATER, DUBLIN SHORE, N.S.

Breakwater at Dublin Shore, N.S.; name of contractor, T. D. Morrison, d'Escousse, N.S.; date of contract, July 29, 1910; amount of contract, $10,690.

Trade or Class of Labour.	Rate of Wages. Not less than the following rate per day of 10 hours.
Foreman carpenter	$2.50
Carpenters	2.00
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.50
Driver with 1 horse and cart	2.50
Driver with 2 horses and wag.	3.50

BREAKWATER, BLUE ROCKS, N.S.

Breakwater at Western entrance at Blue Rocks, N.S., name of contractor, T. D. Morrison, d'Escousse, N.S.; date of contract, July 29, 1910; amount of contract, $7,875.

Trade or Class of Labour.	Rate of Wages. Not less than the following rate per day of 10 hours.
Foreman carpenter	2.50
Carpenters	2.00
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.50
Driver with 1 horse and cart	2.00
Driver with 2 horses and wag	3.00

WHARF, LENNOX ISLAND, P.E.I.

Wharf at Lennox Island, P.E.I.; name of contractors, Thos. E. Ramsay and E. R. McNeill, Summerside, P.E.I.; date of contract, July 30, 1910; amount of contract, $1,950.

Trade or Class of Labour.	Rate of Wages. Not less than the following rate per day of 10 hours.
Foreman carpenters	$2.25
Carpenters	1.75
Engineman for pile driver	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.25
Driver with 1 horse and cart	2.00
Driver with 2 horses and wag	3.00

WHARF, PORT HILL, P.E.I.

Wharf at Port Hill, P.E.I.; name of contractors, Thos. E. Ramsay and E. R. McNeill, Summerside, P.E.I.; date of contract, August 3, 1910; amount of contract, $4,554.

Trade or Class of Labour.	Rate of Wages. Not less than the following rate per day of 10 hours.
Foreman carpenter	$2.25
Carpenters	1.75
Engineman for pile driver	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.25
Driver with 1 horse and cart	2.00
Driv., with 2 horses and wag.	3.00

HELMLOW WHARF, LISCOMB, N.S.

Reconstruction, etc., Helmlow Wharf, Liscomb, N.S.; name of contractor, W. E. Landry, Antigonish, N.S.; date of contract, August 3, 1910; amount of contract, $2,200.

Trade or class of Labour.	Rate of Wages. Not less than the following rate per day of 10 hours.
Foreman carpenter	$2.25
Engineman for pile driver	1.75
Carpenters	2.00
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.35
Driver with 1 horse and cart	2.00
Driver with 2 horses and wag	3.00

WHARF, NEW RICHMOND, QUE.,

Extension of wharf at New Richmond, Que.; name of contractor, John Burns, Ottawa, Ont.; date of contract August 8, 1910; amount of contract, $5,933.

Trade or Class of Labour.	Rate of Wages. Not less than the following rate per day of 10 hours.
Foreman carpenter	$2.25
Carpenters	1.50
Engine man for pile driver	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.35
Ordinary labourers	1.25
Driver, with 1 horse and cart	2.00
Driver with 2 horses and wag	3.00

WHARF, LEVIS, QUE.

Deep water wharf at Lévis, Que.; name of contractor, Horace Dussault, Lévis, Que.; date of contract, August 8, 1910; amount of contract, $283,064.50.

Trade or Class of Labour.	Rate of Wages. Not less than the following
Foreman Carpenter	$ 3.00 per day of 10 hours.
" mixing concrete	2.25 " 10 "
" laying concrete	2.25 " 10 "
" stone crusher	2.25 " 10 "
Timekeeper	1.50 " 10 "
Dredge captain	80.00 per m., ab. 12 h. p.d.
" engineer	90.00 " 12 "
" fireman	40.00 " 12 "
Cranesman	60.00 " 12 "
Scowmen	40.00 " 12 "
Deckhands	40.00 " 12 "
Tug captain	60.00 " 12 "
" engineer	60.00 " 12 "
" fireman	40.00 " 12 "
Carpenters	2.00 per day of 10 hours.
Blacksmiths	2.50 " 10 "
Blacksmiths' helpers	1.75 " 10 "
Labourers	1.75 " 20 "
Divers, with comp. outfit	0.75 per hour.
" without outfit	0.50 "
" helpers	1.75 per day of 10 hours.
Steam derrick engineer	60.00 per m., 10 hrs. p. d.
" fireman	40.00 " 10 do
Driver with 1 horse and cart	2.25 per day of 10 hours.
Driver with 2 horses and wag	4.00 " 10 "
Drill scow captain	75.00 per m., 12 hrs. pd.
" engineer	60.00 " 12 "
" fireman	40.00 " 12 "
" runners	50.00 " 12 "
" blasters	60.00 " 12 "

BREAKWATER, SOREL, QUE.

Breakwater at Sorel, Que; name of contractor, D. G. Stewart, Ottawa, Ont.; date of contract, August 9, 1910; amount of contract, $6,350.

Trade or Class of Labour.	Rate of Wages. Not less than the following rate per day of 10 hours.
Foreman carpenter	$2.25
Carpenters	1.75
Engineman for pile driver	2.00
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.50
Driver with 1 horse and cart	2.00
Driver with 2 horses and wag	3.00

BREAKWATER, TANCOOK ISLAND, N.S.

Breakwater at Tancook Island, N.S.; name of contractor, W. J. Landry, Antigonish, N.S.; date of contract, August 15, 1910; amount of contract, $22,000.

Trade or Class of Labour.	Rate of Wages. Not less than the following rate per day of 10 hours.
Foreman carpenter	2.50
Carpenters	2.00
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.50
Driver with 1 horse and cart	2.00
Driver with 2 horses and wag	3.00

BREAKWATER, TRACADIE HARBOUR, P.E.I.

Breakwater at Tracadie Harbour, P.E.I., name of contractor, Frank D. KcDonald, Sydney, N.S.; date of contract, August 24, 1910; amount of contract, $24,540.

Trade or Class of Labour.	Rate of Wages. Not less than the following rate per day of 10 hours.
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.25
Driver with 1 horse an cart	2.00
Driv. with 2 horses and wag.	3.00
Engine man for pile driver	1.75

Department of Railway and Canals.

RAILWAY, NELSON-CHATHAM, N.B.

The construction of a line of railway between Nelson and Chatham, in New Brunswick. Date of Contract,* July 30th, 1910. Amount of contract, schedule rates; contractors, D.R. Morrison and P. G. Clark, of Summerside, P.E.I.

Trade of Class or Labour.	Rate of Wages. Per day of 10 Huors, Not less than
Earth foreman	Current rate.
Rock foreman	"
Concrete foreman	"
Concrete men	$1.50
Rock drillers	1.50
Carpenters	1.75
Stationary engine driver	2.00
Stationary engine fireman	1.50
Steam shovel engineer	3.00
" craneman	2.50
" fireman	1.50
Steam rock drillers	2.00
Labourers	1.50
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

*Too late for last month's report.

DREDGING, CORNWALL CANAL, ONT.

Dredging certain high areas in the Cornwall canal; date of contract, August 30, 1910; amount of contract, schedule rates; contractors, The Randolph MacDonald Company, Limited, of Toronto, Ont.

Trade or Class of Labour.	Rate of Wages. Not less than:
Dredge engineer	$100.00 p. m. & b. 12 h. p. d
" Craneman	70.00 " 12 "
Tug Captain	70.00 " 12 "
" Engineer	60.00 " 12 "
" Fireman	40.00 " 12 "
Labourers	1.50 per day of 10 hour.

ENLARGEMENT, WELLAND CANAL, ONT.

Widening Welland Canal on west side, about half a mile south of the Welland Aqueduct; date of contract, August 2, 1910; amount of contract, $0.25 per cubic yard; contractors, John E. Russell, of Toronto, Ont.

Trade or Class of Labour.	Rate of Wages, Not less than:
Dredge fireman	$ 45.00 p. m. & b. 12 h. p. d.
" engineer	100.00 " 12 "
" craneman	70.00 " 12 "
Tug captain	70.00 " 12 "
" engineer	60.00 " 12 "
" fireman	40.00 " 12 "
" deckhands	40.00 " 12 "
Stationary engineer	2.25 per day of 10 hrs.
" fireman	1.75 " 10 "
Labourers	1.50 " 10 "

RAILWAY, WINNIPEG-GIMLI, MAN.

For the construction of a line of railway from Winnipeg Beach northerly to Gimli, nine and one half miles; date of subsidy agreement, August 22, 1910; amount of subsidy, $3,200 per mile, not exceeding $6,400 per mile; railway Company, Canadian Pacific Railway Company.

Trade or Class of Labour.	Rate of Wages. Not less than:
Stonecutters	$ 4.00 per day of 10 hours.
Masons	4.00 " 10 "
Carpenters	2.75 " 10 "
Quarrymen	2.00 " 10 "
Rock drillers (hand)	2.00 " 10 "
Rock drillers (steam)	2.50 " 10 "
Blasters	2.25 " 10 "
Tracklayers	1.75 " 10 "
Labourers	1.75 " 10 "
Blacksmiths	70.00 per month and brd.
Blacksmiths' helpers	40.00 "
Steam shovel engineers	100.00 "
" cranemen	70.00 "
" fireman	40.00 "
Locomotive engineer	85.00 "
" brakemen	45.00 "
" firemen	45.00 "
Steam derrick engineer	70.00 "
" firemen	40.00 "
Driver, horse and cart	3.00 per day of 10 hours.
Driver, team and wagon	4.00 " 10 "

RAILWAY, DUNCAN'S-COWICHAN, B.C.

For the construction of a line of railway from a point on the main line, at or near Duncan's to Cowichan Lake, 24 miles; date of subsidy agreement, August 23, 1910; amount of subsidy, $3,200 per mile, not exceeding $6,400 per mile. Railway Company, The Esquimalt and Nanaimo Railway Company.

RATES OF WAGES.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if, there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

The conditions shall extend and apply to moneys payable for the use or hire of horses or teams and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim, therefore, is filed in the office of the Minister of ..... and proof thereof satisfactory to the Minister is furnished, the Minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractors.

INTERNATIONAL RAILWAY COMPANY OF NEW BRUNSWICK.

For 3½ miles of railway, being distance which the subsidy granted by Chapter 63 of 1908, Section 1, Item 15, is short of covering; date of subsidy agreement, August 3, 1910; amount of subsidy, $3,200 per mile, not exceeding $6,400 per mile. Railway Company, The International Railway Company of New Brunswick.

Trade or Class of Labour.	Rate of Wages, Per day of 10 Hours. Not less than:
Carpenters	$1.75
Quarrymen	1.50
Masons	2.50
Rock drillers	1.50
Steam drillers	1.75
Blasters	1.75
Tracklayers	1.50
Common labourers	1.25
Blacksmiths	2.00
Blacksmiths' helpers	2.00
Steam shovel engineers	2.50
" cranemen	2.50
" firemen	1.50
Locomotive engineers	3.00
" firemen	1.75
" brakemen	1.75
Machinists	2.25
Steam derrick engineers	2.50
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

RAILWAY, ROBERVAL-JAMES BAY, QUE.

For a line of railway from Roberval westward towards James Bay in lieu of subsidy granted by chapter 63 of 1908. Date of subsidy agreement, August 25, 1910; amount of subsidy, $3,200 per mile, not exceeding $6,400 per mile. Railway Company, The James Bay and Eastern Railway Company.

RATE OF WAGES.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if, there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in the payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and, if a claim, therefore, is filed in the office of the Minister of .....

and proof thereof satisfactory to the Minister is furnished, the Minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractors.

Post Office Department.

During the month of July, orders were given by the Post Office Department for the supplies below mentioned, subject to the regulations for the suppression of the *sweating* system and the securing of payment to the working men and working wowen of fair wages, and the performance of the work under the proper sanitary conditions.

Nature of Orders.	Amount of Orders.
Making metal dating stamps and type and making other hand stamps and brass crown seals	$ 478.25
Making and repairing rubber dating stamps and type, also other stamps	52.95
Supplying stamping material and wooden boxes, and repairing stamp bands	892.87
Supplying mail bags	765.00
Repairing mail bags	1,627.81
Repairing Post Office scales	24.50
Making and repairing mail locks and supplying mail bags fittings	3,678.45
Supplying Railway Mail Clerks' Tin Travelling boxes, and repairing portable letter boxes, Railway Mail Clerks' tin travelling boxes and parcels receptacles	189.00
Making and repairing miscellaneous articles of Postal Stores	48.25
Making and supplying articles of official uniform	10,892.30

RETAIL PRICES OF STAPLE ARTICLES OF

The accompanying table sets forth the retail prices prevailing on, or about, the fifteenth day of the month pre-
living in the leading centres of industry throughout Canada.

The list of commodities includes twenty-eight varieties of food, with fuel and coal oil. In addition a statement
usually occupied by workingmen.

The exact quality for which the quotation is given is set forth in the case of each commodity, and every care
may be available for purposes of comparison.

The list of localities includes nearly every place having a population of 10,000 people, and is representative of

The quotations contained in the table have been furnished by the correspondents of the *Labour Gazette* in the
the Department.

RETAIL PRICES OF STAPLE

LOCALITY.	Beef.		Veal, forequarter, per lb.	Mutton, hindquarter, per lb.	Pork.		Bacon, best smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure leaf, per lb.	Eggs.		Milk, per quart.	Butter.		Cheese.		Bread.		Flour, strong bakers, per lb.	Rolled Oats, per lb.
	Sirloin steak, best, per lb.	Medium chuck, per lb.			Fresh roasting, per lb.	Salt, per lb.				New laid, per doz.	Packed, per dozen.		Dairy, tub, per lb.	Creamery prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.		
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	lb.	cts.	cts.	cts.
Nova Scotia—																				
Sydney	18	14	12	15	18	16	22	6–16	20	27	24	8	22	25–27	17	18	1½	4	3	4
Glace Bay	20	14–15	13	18	18	....	25	5	18	23	....	10	25	28	15	....	1½	4	3½	4
Westville	15	12	8	14	16	17	23	7	20	22	....	6	20	23	16	....	1½	4	3½	4
Halifax	22	12–15	15–22	18	17	14	20	5–15	22	32	25	8	25	30	17	16	1½	4	3½	4
Amherst	18	14–16	14	14	14–16	16	24	18–22	20	26	24	6	22	26	16	16	1½	4	4	4
Prince Edw. Isld.																				
Charlottetown	14	14	10	12–14	16	16	20	5–12	20	16–18	15	5	19–22	25–27	16–18	18	2	3½	3½	4
New Brunswick																				
Moncton	20	12	8	14	16	16	23	6–16	20	20	....	6	20	27	18	...	2	4	4	4
Newcastle	20	14	12	15	18	17	22	5	19	25	22	7	23	23	15	16	2½	3½	3	5
St. John	22–24	12–14	10	16	16–18	18	24	4–15	20	30	24	7	24	28	20	18	1½	4	4	4
Quebec—																				
Quebec	14–17	13–15	10	13–14	17	18	20–22	8	20	24	19–20	8	22–25	24–26	15	15	6	3⅓	3.5%	5
Three Rivers	18	14	10	15	16	16	22	8–12	20	22	19	7	23	25	20	16	6	3	3	4
Sherbrooke	20	8–10	8–12	16	18	20	12	10–25	22	25–28	17–18	7	23	28	18	18	...	5	4	5
St. Hyacinthe	12	10	8	12	15	18	20	10–20	18	20	18	6	25	25	16	16	6	3	3	4
St. Johns	18	16	18	18	18	17	23	12–18	20	25	...	6	25	26	18	15	...	3½	3⅔	4
Maisonneuve	18	15	10	14	17	16	20	8–20	20	25	20	7	24	26	18	14	3	4⅔	4	4
Montreal	20	15	12	22	18–20	18–20	20	15–18	16–20	28	24	6	27	28	18	20	4	4	4	4
Hull	13–15	12½–13	6½–7	13–14	16–17	16	18–22	7–12	18	22	....	6	24	24–27	15–16	.....	6	3½	3	3
Ontario—																				
Ottawa	18	12½	12½	15	18	15	22	15	20	25	....	6	24	27	19	15	3	3¾	4	4
Belleville	18	10	15	15	18	12–16	25	12	20	18–20	17	6	30	25	18	....	3	3½	3	4

CONSUMPTION, CANADA, DURING AUGUST, 1910.

ceding the present issue of the *Labour Gazette*, of the more important staple commodities entering into the cost of
is given of the rental of a representative workingman's dwelling of the better class in the quarter of each locality,
has been taken to ensure that the quotations in each case refer to the same class of commodity, in order that the statistics
every Province in the Dominion.
respective localities, under detailed instructions as to sources of information, quality of goods to be quoted, etc., from

DEPARTMENT OF LABOUR, CANADA,
RETAIL PRICES: TABLE, No. 8.

COMMODITIES, CANADA, AUGUST, 1910.

Rice, good, medium, per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar.		Tea.		Coffee, medium, Mocha, per lb.	Potatoes, per bag, of 1½ bushel.	Vinegar, White Wine, XXX per quart.	Starch, laundry, per lb.	Coal.		Wood.		Coal oil, per gallon.	Rent, per month.
				Granulated, per lb.	Yellow, per lb.	Black, medium, Indian or Ceylon, per lb.	Green, medium, Japan, per lb.					Anthracite, per ton of 2,000 lbs.	Bituminous, per ton of 2,000 lbs.	Hard, best, per long cord.	Soft wood, per cord.		
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	$ cts.	$ cts.	$ cts.	$ cts.	cts.	$ cts.
4	4	12	7	6	5½	23–35	40–50	25–40	1.20–1.80	10	8⅓	7.50	3.20	4.00	.....	25	18–20
4	4½	10	10	6	5	25–50	.....	30–40	2.25	10	8	7.50	3.00	.....	.....	25	10–18
5	5	10	10	5½	5½	30	25	35	1.50	8	10	.....	3.20	3.50–4	.....	20	5–15
5	5	10	8	6	5	30	50	30–35	1.20	10	10	6.80	4.75–5	5.50	3.50	20	12–18
5	5	12	10–12	6	5	35	40	40	1.20	8	10	6.20	4.70	5.00	4.00	22	10–12
5	5	12	10–12	6½	6	25	30	40	60–80	12	10–12	6.50	4.00	.....	1.25	25	6–8
5	5	12	10	6	5	35	50	40	1.50	10	10	6.35	5.50	4.50	3.25	23	14.00
5	5	10	12	6	6	28		40	1.00	10	5	7.00	5.25	4.00	3.00	25	8.00
5	5	12	10	6	5½	30–35	50–60	40	1.35	10	10	6.75–7.00	4.85–5.50	8–9.00	4.00	22	9.00
5	5	13	12	6	5½	25–30	25–30	40	45–50	20	10	7.25	4.75	5.50–6.50	4–5.00	18	16–18
4	5	12	12	6	5½	30–50	25–50	25–50	90	15	8	6.50	5.00	6.50	4.00	18	8.00
5	5	12½	12½	6	6	30–50	30–50	40	1.20	10	10	7.00	5.90	4.25–4.50	3.50–4.00	25	11–14
5	5	12	13	6	5½	30–60	30–60	40	75	5–7	8	6.75	5.25	5–7.50	4–4.50	20	8–9.
5	5	12	11	6	5½	40	35	40	75	10	10	6.00	5.00	8.00	6.00	20–22	20–22
4	5	12	8–10	5	4½	30	25	30	1.05	20	10	6.75–7	4.50	8.00	6.50	18	12.00
6	10–12	10	8	6	5	40–60	40–60	40–60	75	7	10	7–7.50	6.75	7.00	5.00	18–25	8–15
4	4	12	6–7	5½	5	40	40	40	1.00	10	8	7.25	5.50	5.50	.....	18	10–15
4	5	10	10	5½	5	30	30	35	1.50	10	8	7.50	5.50	6.50	3.50	20	10–12
5	5	10	10	6¼	5½	30	30	30	1.00	10	10	6.75	5.00	7.00	.....	25	7–10

RETAIL PRICES OF STAPLE

LOCALITY.	Beef.		Veal, forequarter, per lb.	Mutton, hindquarter, per lb.	Pork.		Bacon, best, smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure leaf, per lb.	Eggs.		Milk, per quart.	Butter.		Cheese.		Bread.		Flour, strong, bakers, per lb.	Rolled oats, per lb.
	Sirloin steak, best, per lb.	Medium chuck, per lb.			Fresh, roasting, per lb.	Salt, per lb.				New laid, per doz.	Packed, per doz.		Dairy, tub, per lb.	Creamery, prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.		
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	lb.	cts.	cts.	cts.
Kingston	20	15	10	15	15–18	18	20–22	12½	20	22	....	5	....	25–28	16–17	....	3	3½	3	5
Peterborough	20	12	12½	15	18	20	25	15	20	20	....	6	23	25	18	17	3	3½	3	5
Toronto	20–22	8	8	12–15	18–20	17–18	20–23	14–18	17	25–27	....	8	20–23	27–28	17–18	14–15	3	4	3	3½
Niagara Falls	18	10	15	20	20	16	25	12	20	28	....	7	30	32	17	16	1½	4	3½	5
St. Catharines	18	12½	12½	15–18	18	15–17	26–28	13–15	18	28	26	7	27	30	18	15	3	4	3	4
Hamilton	18–20	12–15	12–14	15–20	19	19	26	12½–20	20	27	....	7	25	27	20	16	1½	3½	3	4
Brantford	20	12	14	18	18	16	23	13	20	25	....	6	....	25	18	15	1½	3½	3½	5
Guelph	20	15	13	18	20	18	22	12½	20	23	23	6	24	26	17	15	3	4	3	4
Berlin	18	14	12½	25	20	20	25	10–14	20	22	....	6	26	30	18	15	1½	4	3½	4
Woodstock	18	11	12½	15	20	18	25	8–13	20	20	....	6	25	28	20	15	1¼	4	3	3½
Stratford	18	15	13	16–18	22	20	25	12½	15	20	....	6	20	22	17	15	1¼	4	3	4
London	18	12	12	15	18	20	22	15	20	20	....	6	18	26	20	16	1¼	4	3	5
St. Thomas	20	14	12½	18	20	17	22	12½	18	23	....	6	23	27	20	16	1¼	4	3	4
Chatham	18	12½	15	18	18	....	25	12½	20	18	....	6	17	25	18–20	16	1¼	4	2¾	3½
Windsor	18	10–12	9	12½	18	16	22	15	22	23	....	7	26	30	20	20	2	3	3	5
Sault Ste. Marie	20	12½–14	14	17	18	18	23	12½	20	35	25	7	25	29	....	16	1½	4⅔	3½	5
Port Arthur	22	15	10	18	22–25	20	22½–25	11–12	20	30	25	10	25	30	....	20	2	4⅛	3⅝	3½
Manitoba—																				
Winnipeg	22	11	11	22	22	18	25	12½	22	30	25	7	22	30	17	16	..	5	2⅕	4
Brandon	18	12½	12½	20	20	18	30	15	23	25	25	7½	25	28	18	18	1½	4	3½	5
Saskatchewan—																				
Regina	22	15	20	20	18	15	35	15	25	30	....	10	25	30	20	....	1½	4½	3½	5
Moose Jaw	20	12½	12½–13	20	18	....	30	15	27½	35	30	12½	28	35	....	20	4	6¼	4	4
Alberta—																				
Calgary	18	10–12½	12½	20	20	17	27	12½–15	20	35	30	10	25	35	18	17	1½	4¼	3¼	4
British Columbia																				
Nelson	20–22	15	15	20–22	20	20	25–30	12½–15	20–22	45	30	12½	30	40	....	20	1	6¼	4	3½
New Westminst'r	18	12	16	25	23	18	27½	15	21⅔	45	30	10	25	35	20	20	1½	6¼	3½	5
Vancouver	25	15	18	25	22½–25	18–20	40	10	22	40–45	30–35	10	25	35–40	20	....	1¼	6¼	3	5
Nanaimo	20	15	16	25	20	20	30	10	20	40	35	10	30	45	20	....	2	3⅓	2	5

DEPARTMENT OF LABOUR, CANADA,
RETAIL PRICES: TABLE, No. 8.

COMMODITIES, CANADA, AUGUST, 1910.

Rice, good, medium, per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar.		Tea.		Coffee, medium, Mocha, per lb.	Potatoes, per bag, of 1½ bushel.	Vinegar, White Wine, XXX, per quart.	Starch, laundry, per lb.	Coal.		Wood.		Coal oil, per gallon.	Rent, per month.
				Granulated, per lb.	Yellow, per lb.	Black, medium, Indian or Ceylon, per lb.	Green, medium, Japan, per lb.					Anthracite, per ton of 2,000 lb.	Bituminous, per ton of 2,000 lb.	Hard, best, per long cord.	Soft wood, per cord.		
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	$ cts.	$ cts.	$ cts.	$ cts.	cts.	$ cts.
5	5	10–12	10	5½	5	25–40	.....	35	[1]1.25	13	8–10	7.00	6.25	7.00	4.50	18	6–10
5	5	12½	10	6	5¼	40	40	40	[1]1.80	10	10	7.30	5.50	6.00	2.75	20	12.00
4	5	10	10	6	5¼	25	25	25–40	1.25	10	7	6.75	5.00	7.50–8	5.00	18	16.00
5	8	15	10	6¼	5	30–50	30–50	40	[1]1.80	10	8	6.25	4.00	7.00	5.00	20	10–15
5	5	.....	10	7	6	40	40	30	[1]1.80	10	8	6.50	.....	8.00	5–6.00	17	11.00
5	5	5	.....	7	6½	35–40	35–40	40	1.50	8	8	6.75	5.50	7.00	5.50	18	15.00
7	5	.....	8	6¼	5⅞	25–40	25–40	35	1.75	10	9	6.75	5.00	8.00	5.00	16	10.00
5	5	10	10	6	5½	25–50	25–50	25–40	1.75	10	8	6.50	5.00	8.00	5.50	18	10.00
5	5	10	10	6	5¼	30	30	30	[1]1.60	10	8	6.75	4.50	8.00	5.00	20	10–12
4	5	10	8	6¼	5⅜	25	25	25	[1]1.50	10	10	6.25	4.00	7.50	6.00	18	8.00
5	5	8	10	6½	5½	25	25	30	[1]1.50	10	10	6.50	6.50	8.50	7.50	18	8–12
5	5	10	10	6¼	5	30	30	40	1.50	10	8	6.75	6.50	8.00	6.00	15	10–13
10	5	7	10	6	5	40	40	40	1.75	10	8	7.00	6.00	6.50	2.75	18	12.00
4–5	5	12½	8–10	6	5½	25–50	.....	40	[1]1.25	10	9	7.00	5.00	4.50–5	3.00	15	8–10
5	7	12½	10	6	5	30	30	30	90	10	10	7.50	5.00	8.00	4.50	20	12–15
5	5	10	12½	6⅔	6⅓	40	40	30	[1]1.65	10	10	8.00	5.50	6.00	5.00	25	10–15
5	5	10	10	6¼	6¼	25–60	30–40	25–45	1.60	10	8–10	7.55	6.50	4.50–6	3.50–4.50	30	10–20
6¼	4½	12	10	6¼	5	35	35	35	1.87½	15	10	10.5	9.00	6.00	5.00	35	20–25
7	5	15	10	7	6¾	35	35	35	[1]1.25	10	10	11.25	9.00	6.75	4.75	35	15–30
8	6	12½	8½	7¼	6¼	30–50	40	35	1.75	20	10	12.50	8.50	8.00	7.25	35	30.00
5	5	12½	12½	6⅔	6	35	35	40	[3]3.00	15	10	13.50	.....	.....	9.50	35	25.00
5	6	12½	9	6½	6	25–40	25–40	25–40	2.25	15	10	8.50	6.50–6.75	2.00	1.75	35	25–30
8	8	15	10	7	6	50	50	40	1.25	20	12½	9.50-10	7–8.25	.....	6.00	50	15–20
6	6	12½	8	6⅔	5½	35	35	40	[1]1.25	10	8	.....	7.75	.....	5.00	40	18.00
5	6	12½	8	7	6	35–40	40–45	35	85–1.	15	6¼	.....	7.50	4.00	.....	35	20–25
5	10	12½	10	6¼	5¾	40	40	40	[3]3.00	20	12½	.....	4.50	.....	.....	40	8–12

[1]New potatoes. [2]Per ton of 2,240 pounds. [3]New potatoes, per peck. [4]Per 100 pounds.

TRADE DISPUTES DURING THE MONTH OF AUGUST, 1910.

THE only important disturbances of industrial activity in Canada during August through trade disputes was caused by a general lockout of bricklayers and masons at Winnipeg, Man., which led to a cessation of building operations during the latter half of the month. There was an improvement in conditions prevailing at Springhill, N.S., where a strike of coal miners had been in existence for a year, but normal conditions were not yet resumed.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during August was fourteen, six less than in the previous month and two less than in August, 1909. About 107 firms and 5,067 employés were affected by these disputes, about eighty-six firms and seventy-two employés being affected by new disputes.

Loss of time in working days.—The loss of time to employés from trade disputes was approximately 54,800 working days in August, compared with a loss of about 100,260 days in July, and about 108,925 days in August, 1909.

Trades affected by new disputes.—There were four new disputes in August, all of which were in the building trades. These affected about 384 employés.

Localities affected by new disputes.—One of the new disputes occurred in the Province of Ontario, two in the Province of Manitoba, and one in the Province of Saskatchewan.

Causes of disputes.—The following were the causes of the new disputes of the month.

Cause.	Disputes. No. of
For increase in wages	1
Sympathetic	2
Lockout, a protest against sympathetic strike	1
Total	4

Methods of settlement.—Of the fourteen disputes in existence during August, four were terminated in the course of the month, leaving ten still unsettled. One dispute was settled by conciliation, one by negotiations between the parties concerned, one partly by negotiations and partly by the places of the strikers being filled, and one by the places of the strikers being filled.

Results of disputes.—The employers were successful in one of the disputes that were terminated, compromises were effected in two disputes, and the result of the remaining dispute was not reported.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes which began in previous months and which were not reported to have been settled before August 1, comprised strikes of coal miners at Springhill, N.S., conductors and trainmen on the Grand Trunk Railway system, bricklayers and iron-moulders at Montreal, Que., sheet metal workers at Vancouver, B.C., machinists and engineers at Vancouver and New Westminster, B.C., railway carmen and steamfitters of the Canadian Northern Railway from Winnipeg to Edmonton, and carpet weavers at Guelph, Ont.

Strike of Coal Miners at Springhill, N.S.

The strike of coal miners at Springhill, N.S., which began on August 10, 1909, on account of the refusal of the Cumberland Coal and Railway Company to recognize the United Mine Workers of America and to grant certain demands for an increase in wages and changes in conditions of employment, continued throughout the month. Many of the strikers, however, were reported to have left the place to seek work elsewhere, and the company was steadily increasing its force of miners and the output of coal.

Strike of Conductors and Trainmen of the Grand Trunk Railway Company.

The strike of conductors and trainmen of the Grand Trunk Railway Com-

pany, which began on July 18, owing to the refusal of the Company to grant a demand for the standardization of wages and general conditions of employment was terminated on the evening of August 2, through the friendly intervention of the Honourable the Minister of Militia and the Honourable the Minister of Labour. About 2,750 employés were directlv affected by this dispute inCanada, including 250 employés of the Wabash Railway Company. In the course of the strike the Company had engaged a number of new men to replace the strikers, and consequently on the termination of the dispute the strikers were not all taken back immediately, but it is understood they are gradually being restored to their former positions.[1]

Strike of Bricklayers at Montreal, Que.

No settlement was reported in the case of a strike of bricklayers employed by the firm of P. Lyall & Sons, Limited, at Montreal, who went out on June 20, on account of dissatisfaction with a foreman. According to the employers about thirty men were involved in the dispute, but according to the Bricklayers' Union, about forty-five men were directly and 175 men were indirectly involved.

Strikes of Iron Moulders at Montreal, Que.

No settlement was reported in two strikes of iron moulders at Montreal, Que. One, involving twenty-five men, began on June 10, on account of the refusal of the employers to grant recognition of the Moulders' Union and a 'closed shop,' and the other, involving twenty-three men, began on July 23, on account of the refusal of the employers to grant a demand for an increase in wages from $2.75 to $3 per day.

Strike of Sheet Metal Workers at Vancouver, B.C.

No settlement was reported in the case of a strike of twenty sheet metal workers at Vancouver, B.C., which began on April 20, on account of the declaration of the employers for 'open shops.'

Strike of Machinists and Engineers at Vancouver and New Westminster, B.C.

A strike involving about thirteen firms and 145 machinists and engineers at Vancouver and New Westminster, B.C., which began on July 5, continued through out August, no settlement being reached.

Strike of Carpet Weavers at Guelph, Ont.

No definite settlement was reached in a strike of carpet weavers at Guelph, Ont., which began on December 11, but the employers claimed they had twenty-five looms running and that there was no strike so far as they were concerned. Twenty-eight men were originally involved in this dispute, but of these all but twelve had sought work elsewhere. The dispute arose from a demand of the empolyés for extra pay for overtime and from their general dissatisfaction with the conditions of employment.

New Disputes.

Strike and Lockout of Bricklayers and Masons at Winnipeg, Man.

On August 15 about twelve men employed by the Lyall-Mitchell Company at Winnipeg, Man., were ordered out on strike by the Bricklayers' and Masons' International Union on the ground that this firm was identical with the firm of Peter Lyall & Sons, Limited, of Montreal, against whom a strike was in force. The matter had been referred to a joint arbitration board, in accordance with the terms of an agreement made on May 17, 1910. This Board decided, on July 25, that the two firms were in no way connected. It was claimed, however, later by a representative of the International Union, that conclusive evidence of the identity of the two firms had come into his possession.

On August 17, a general lockout of bricklayers and masons was declared by the Builders' Exchange, which took effect two days later, the Union not having called off the strike against the Lyall-

[1] A full account of this dispute is given in the August issue of the *Labour Gazette*, on page 194.

TABLE OF TRADE DISPUTES DURING THE MONTH OF AUGUST.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employees affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly.	Indirectly.	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH											
Mining— Coal miners	Springhill, N.S.	For recognition of union, increase in wages and against conditions of employment	1		900				Aug. 11'9		No settlement reported, but places of many strikers were filled.
Building trades— Bricklayers	Montreal, Que.	Against employment of a foreman	1		45	—	175		June 20		No settlement reported at end of month.
Metal trades— Sheet metal workers	Vancouver, B.C.	Against declaration of employers for 'open shops.'			20				April 8		No settlement reported at end of month.
Iron moulders	Montreal, Que.	For recognition of union and 'closed shop'	1		25				June 30		No settlement reported at end of month.
Machinists and engineers	Vancouver and New Westminster, B.C.	For increase in wages from 40 to 45 cents an hour	13		145				July 5		No settlement reported at end of month.
Iron moulders	Montreal, Que.	For increase in wages from $2.75 to $3 per day	1		3				July 23		No settlement reported at end of month.

Textile trades—												
Carpet weavers	Guelph, Ont.	Demand of men for extra pay for overtime and general dissatisfaction with conditions	1		12				Dec.	11		No settlement reported, but employers claimed to be no longer affected, twelve men still out, and others had sought work elsewhere.
Railway service—												
Conductors and trainmen	Grand Trunk Railway System east of Chicago	For standardization of wages and general conditions of employment	1		2,750				July	18	Aug. 2	Settled by friendly mediation of Minister of Militia and Minister of Labour—a compromise.
Railway carmen	Canadian Northern Railway system from Winnipeg to Edmonton	For increase in wages	1		600				July	1		No settlement reported at end of month.
Railway steamfitters	Canadian Northern Railway system from Winnipeg to Edmonton	For increase in wages	1		600						Aug. 4	Agreement reached, terms of settlement not reported.

DISPUTES WHICH BEGAN DURING THE MONTH.

Building trades—												
Bricklayers and Masons	Winnipeg, Man.	In sympathy with striking bricklayers at Montreal, Que.	1		12				Aug.	15		No settlement reported at end of month.
Bricklayers and masons	Winnipeg, Man	Lockout, on account of strike of bricklayers	64		288				Aug.	9		No settlement reported at end of month.
Plasterers	Ottawa, Ont.	For increase in wages from 40 to 45 cents an hour	20		60				Aug.	1	Aug. 8	Ten employers signed agreement to pay 42½ cents an hour. Ten others employed members of National Union at 40 cents. Some plasterers left town at beginning of strike, none were idle after settlement.
Bricklayers and masons	Regina, Sask.	In sympathy with striking bricklayers at Montreal	1		24				Aug.	8		No settlement reported at end of month.

*Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention moreover, is not made of disputes involving less than six employees, or of less duration than 24 hours.

Mitchell Company. Through the intervention of the Mayor of Winnipeg, the dispute was referred to a new Board of Arbitration, which, however, had not concluded its labours at the end of the month. About sixty-five firms and 300 men including the twelve who ceased work on August 15, were involved in this dispute.

Strike of Bricklayers and Masons at Regina, Sask.

On August 8, a strike of bricklayers and masons took place at Regina, Sask., in which twenty-four men employed by the firm of Peter Lyall & Sons, Limited, were involved. This strike was called in sympathy with striking bricklayers at Montreal, Que., who were employed of the same firm. No settlement of the dispute was reported during the month. The strikers were employed on the new legislative buildings, upon which there was much interior work to be done, which was carried on during the strike.

Strike of Plasterers at Ottawa, Ont.

On August 1, a strike of plasterers took place at Ottawa, Ont., in which twenty firms and sixty employés, members of the International Operative Plasterers' Union, were involved. The cause of the dispute was the refusal of the employers to grant a demand for an increase in wages from forty to forty-five cents an hour. On August 8, a compromise was reached with the ten firms, by which the wages were increased to 42½ cents an hour. The other firms involved employed members of the National Plasterers' Union. Some of the strikers having left town during the strike, none remained idle after August 8.

The table which is published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of July, and which have been reported to the Department.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF AUGUST, 1910.

Under this heading, account is taken of such accidents only as were sustained by workmen in the course of their employment, and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country to correspondents of the *Labour Gazette*. The Department is also indebted to the Bureau of Mines of Ontario, and British Columbia, to the office of the factories' inspector of the Province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, for their assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 222 individual work people in Canada during the month of August, 1910, were reported to the Department of Labour. Of these, eighty-two were fatal and 140 resulted in serious injuires. In addition, one fatal accident was reported as having taken place prior to the beginning of the month, information not having been received by the Department before August, 1910.

In the preceding month there were 116 fatal and 238 non-fatal accidents reported, a total of 354, and in August, 1909, there were 126 fatal and 264 non-fatal accidents, a total of 390. The number of fatal accidents reported in August, 1910, was, therefore, thirty-four less than in the preceding month, and forty-four less than in August, 1909. The number of non-fatal accidents reported in August, 1910, was ninety-eight less than in the preceding month, and 124 less than in August, 1909. Altogether, there were 132 less industrial accidents reported in August, 1910, than in the preceding month, and 168 less than in the same month of the preceding year.

Of 149 returns received during the month, giving the ages of the victims of industrial accidents, eleven referred to persons under twenty-one years of age, twenty to persons between twenty-one and forty-five, and eight to persons over forty-five. One hundred and ten persons were over twenty-one years of age but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING AUGUST 1910, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed.	Injured.	Total.
Agriculture	14	19	33
Lumbering	7	8	15
Mining	9	11	20
Building trades	5	16	21
Metal trades	9	17	26
Woodworking trades	.....	2	2
Printing trades	.....	1	1
Textile trades	.....	1	1
Food and tobacco prep.	.....	2	2
Leather trades	.....	1	1
Railway service	18	21	39
Navigation	9	4	13
General transport	.....	11	11
Civic employés	.....	7	7
Miscellaneous	5	10	15
Unskilled labour	6	9	15
Total	82	140	222

Nature of Fatalities and Accidents.

The chief disasters of the month, causing the death of more than one workman, were: The electrocution of three workers at Niagara Falls, Ont.: the death by electric shock of two linemen at Winnipeg, Man.; the death of two railway employés at Belleville, Ont.; and the death of two miners by a rock slide at Phoenix, B.C.

Electrocution of Three Workmen at Niagara Falls, Ont.

On August 3, at Niagara Falls, Ont., several men were engaged in removing steel concrete-forms from the interior of the Ontario Power Company's conduit. A steel section touched a worn electric-light wire carrying 220 volts, and three men who were moving it and standing in water, were killed. Twenty others received lesser shocks.

Death by Electric Shock of Two Linemen at St. Boniface, Man.

On August 19, 1910, two linemen employed by the Winnipeg Electric Company were instantly killed by electric shock while working on a pole, at St. Boniface, Man.

Disastrous Railway Collision at Belleville, Ont.

On August 27, 1910, an engineer and a car inspector were killed in a head-on collision at Belleville, Ont. An immigrant special on the Grand Trunk Railway ran through an open switch and struck an engine which was standing on a siding, istantly killing the two employés in charge of the latter locomotive. The verdict rendered by the jury in this case was as follows:—

"We find from the evidence and plan submitted to us that the accident was caused by Engineer R. Weir, of the immigrant special, not being as familiar with the location of semaphores at the point where the accident occurred, as he should have been. Also that his view of said semaphore was partially obscured by escaping steam from passing locomotives, said steam misleading him in his judgement of the distance, and we exonerate Engineer Weir from any criminal negligence."

Death of Two Miners at Phoenix, B.C.

On August 17 two miners at Phoenix, B.C., met accidental death through a fall of rock.

Record by Trades and Industries.

Agriculture.—In this industry there were fourteen killed and nineteen injured in August, 1910, compared with eighteen killed and thirty injured in July 1910, and forty-five killed and thirty-nine injured in August, 1909. Six of the deaths were caused by machinery, four by being run over, and one each by being choked to death by barley seed, by live stock, by falling material and by a runaway. Of the non-fatal accidents, eight were caused by falls, four by machinery, three by runaways, two by tools, and one each by being run over and by flying material.

Lumbering.—Seven workers were killed by accident and eight were injured in August, 1910, as against eight killed and three injured in the preceding month, and three killed and sixteen injured in August of last year. Three of the fatalities were due to drowning, two to machinery and one each to being run over and to falling material. Six of the minor accidents were due to machinery and one each to flying material and to a gunshot wound.

Mining.—In this group, nine miners met death through accident, and eleven were injured, during August last, compared with seventeen killed and nine injured in the previous month, and twelve killed and eighteen injured in August, 1909. Five of the fatalities were caused by falling material, three by being crushed between cars, and one by being run over. Six of the lesser accidents were caused by being caught between cars, two by falls, and one each by a tool, by machinery and by falling material.

Building trades.—During August, there were five killed and sixteen injured in this group, as against two killed and twenty-eight injured in July last, and three killed and twenty-six injured in August, 1909. The five accidental deaths were due to falls, as were also sixteen of the injuries, the other one of the latter being due to a collision.

Metal, engineering and shipbuilding trades.—Among these workers nine were killed by accident and thirty-six injured in August, compared with eleven killed and forty-three injured in July, 1910, and five killed and thirty-six injured in August, 1909. Electric shock caused eight of the deaths, and machinery, one. Twenty workers were injured by electric shock, eight by machinery, three by falling material, two each by explosions and by falls, and one by molten metal.

Woodworking trades.—Two woodworkers were killed and six injured in August, compared with two killed and fourteen injured in the preceding month, and one killed and fifteen injured in August of last year. To machinery was due one of the fatalities, and to flying material the other. Machinery was responsible for four of the injuries and flying material for two.

Printing trades.—Machinery injured one workman in these crafts during August, 1910. Four workers were injured in the previous month, and four in August, 1909.

Textile trades.—There was one accident by machinery, as against three injuries in July last, and two injuries in August of last year.

Food and tobacco preparation.—During August, 1910, a tool injured one of these workmen, and machinery another. In the month before, the record was two killed and nine injured, and in August, 1909, five injured.

Leather trades.—An explosion of steam caused one death in these trades. There was one injury in the previous month, and none in August of last year.

Railway service.—Eighteen railway employés were killed and twenty-one injured during August, 1910, compared with twenty-five killed and twenty-six injured in the month before, and eleven killed and twenty-two injured in August, 1909. Of the fatalities, eleven were due to being run over, two each to flying material and to collisions, and one each to falling material, to being caught between cars and to drowning. Of the non-fatal accidents, seven each were due to falls and to being caught between cars, three to being run over, two to collisions, and one each to being struck by an object in passing, and to falling material.

Navigation.—During August, 1910, there were nine of these workers killed and four injured, as against six killed and ten injured in the month before, and six killed and three injured in August, 1909. Falls caused five of the deaths, drowning three and machinery one. One each of the injuries were caused by falling material, by an explosion, by a fall and by flying material.

General transport.—Eleven employés engaged in these trades were injured during August last, seven by falls, two by collisions and one each by falling material and by live stock. In the month previous the record was ten killed and thirteen injured, and in August of last year, eleven killed and twenty-five injured.

Public employés.—Seven of these employés were injured in August, 1910, four by explosions and one each by falling material, by being run over and by a fall, compared with two injuries in the preceding month, and one killed and seven injured in August of last year.

Miscellaneous trades.—In this category five workers were killed and ten injured during August, 1910, as against nine killed and twenty-one injured in July last and twelve killed and sixteen injured in August, 1909. Three of the deaths were

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES, F. No. 82.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF AUGUST, 1910.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Agriculture—				
Farmer	Carp, Ont.	Aug. 6	1	Choked to death, by barley seed.
"	Belleville, Ont.	" 8	1	Run over by train.
"	Trenton, Ont.	" 8	1	Run over by train.
"	Havelock, Ont.	" 18	1	Kicked by a horse.
"	Eessx, Ont.	" 20	1	Caught in belting of thresher.
"	Vineland, One.	" 24	1	Caught in thresher.
"	Penobsquis, N.B.	" 24	1	Run over by train.
"	Clinton, Ont.	" 24	1	Crushed between engine and separator.
"	Brampton, Ont.	" 26	1	Fell from a thresher.
"	Kilbride, Ont.	" 6	1	Barn fell on him.
"	Pokroh, Ont.	" 24	1	Caught in mower.
"	St. Alexandre, Que.	9 9	1	In a runaway.
Farmer's wife	West Lorne, Ont.	" 5	1	Struck by train at crossing.
Dairy worker	St. Remi, Que.	" 24	1	By bursting separator.
Lumbering—				
Logger	Lake Temiscamingue, Ont.	" 5	1	Drowned, fell off boom.
"	Wanapitae, Ont	" 17	1	Drowned.
"	Long Rapids, Que.	" 15	1	Drowned, fell off logs.
"	Vancouver, B.C.	" 25	1	Run over by train.
Pulp factory hand	Hull, Que.	" 30	1	Caught in machinery.
Pulp factory hand	Windsor Mills, Que.	" 28	1	Caught in machinery.
Saw mill hands	Vancouver, B.C.	Aug. 27	1	Pile of lumber fell on him.
Mining—				
Miner	New Waterford, N.S.	" 12	1	Caught between cars.
"	Springhill, N.S.	" 26	1	Fall of coal.
"	Coal Creek, C.B.	" 26	1	Fall of coal.
"	Extension, B.C.	" 6	1	Knocked off car by stringer.
"	Cumberland, B.C.	" 10	1	Caught between cars.
"	Phoenix, B.C.	" 17	2	Fall of rock.
"	Thetford, Que.	" 4	1	Run over by locomotive.
Quarryman	Queenston Quarries, Ont.	" 1	1	Fall of rock.
Plasterer	Toronto, Ont.	" 15	1	Fell 26 feet.
Painter	Cobalt, Ont.	" 24	1	Fell on live wires, electrocuted.
"	St. John, N.B.	" 12	1	Fell 25 feet.
Carpenter	Chatham, N.B.	" 24	1	Fell from staging.
Builders' labourer	Lethbridge, Alta.	" 27	1	Fell 14 feet.
Metal, engineering and shipbuilding trades—				
Electrical workers	Niagara Falls, Ont.	" 3	3	Electrocuted.
"	Winnipeg, Man.	" 19	2	"
"	Maisonneuve, Que.	" 1	1	"
"	Niagara Falls, Ont.	" 1	1	"
"	Sherbrooke, Que.	" 29	1	"
Machinist	Montreal, Que.	" 31	1	By machinery.
Woodworking trades—				
Woodworker	Ste. Agathe, Que.	" 17	1	Fell on saw.
"	Toronto, Ont.	" 14	1	Struck in abdomen by flying board.
Railway service—				
Engineer	Galt, Ont.	" 25	1	Struck by flying tie.
"	Belleville, Ont.	" 27	1	In head on collision.
Brakeman	Arnprior, Ont.	" 9	1	Pile of lumber fell on him.
"	Truro, N.S.	" 21	1	Run over by train.
"	Whitney Pier, N.S.	" 12	1	Caught between cars.
"	Hemford, N.S.	" 19	1	Run over by train.
"	Toronto, Ont.	" 12	1	"
"	Toronto, Ont.	" 6	1	"
Fireman	Kelley's Siding, Ont.	Aug. 9	1	Run over by train.
Railway bridge tender	Welland, Ont.	" 20	1	Drowned, fell into canal.

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STATISTICAL TABLE SERIES, F. No. 82.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF AUGUST, 1910.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Section hand	Sherbrooke, Que.	" 25	1	Struck in abdomen by rail.
"	Agincourt, Ont.	" 21	1	Run over by train.
"	Vancouver, B.C.	" 20	1	"
Yardman	North Bay, Ont.	" 27	1	Run over by train.
"	Kenora, Ont.	" 31	1	"
"	Smelter Jct., B.C.	" 30	1	"
Night operator	Lyndon, Jct., Ont.	" 26	1	Run over by train.
Car inspector	Belleville, Ont.	" 27	1	In head-on collision.
Navigation—				
Longshoreman	Point Edward, Ont.	" 7	1	Fell into hold.
"	Sorel, Que.	" 24	1	"
"	"	" 23	1	"
"	Truro, N.S.	" 22	1	Fell 15 feet on rocks.
Motor boat hand	Toronto, Ont.	" 4	1	Drowned—fell overboard.
Deck hand	Port Huron, Ont.	" 22	1	Killed by blades of screw.
"	Lake Ontario, Ont.	" 19	1	Drowned, fell overboard.
Sailor	St. John, N.B.	" 13	1	Drowned.
Pilot	St. John, N.B.	" 26	1	Fell from a wharf.
Miscellaneous—				
Window cleaner	Toronto, Ont.	" 9	1	Fell from fifth storey.
Baloonist	Trout Lake	" 9	1	Fell 100 feet.
Grain elevator hand	Port Arthur, Ont.	" 24	1	Caught in belting.
"	Fort William, Ont.	" 25	1	Fell 100 feet.
Brickmaker	Edmonton, Alta.	" 31	1	In shafting.
Unskilled labour—				
Labourer	Belleville, Ont.	" 8	1	Run over by train.
"	Maisonneuve, Que.	" 14	1	Struck by falling derrick.
"	Sussex, N.B.	" 24	1	Run over by train.
"	Nanton, Alta.	" 26	1	"
"	Quebec, Que.	" 27	1	Struck by wire cable.
"	Sherbrooke, Que.	" 25	1	Crushed between cars.

FATAL ACCIDENTS HAPPENING IN THE PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN AUGUST, 1910.

Miner	Greenwood, B.C.	July	27	1	Fell down shaft.

due to falls and two to machinery. Three of the other accidents were due to elevators, two each to machinery and to falls and one each to being run over, to an explosion and to flying material.

Unskilled labour.—There were six killed and nine injured in August, compared with five killed and twenty injured in the month before, and eleven killed and twenty-nine injured in August, 1909. Being run over caused four of the deaths and falling and flying material, one each. Four of the injuries were caused by falling material, two by being run over, and one each by an elevator, by a fall and by an explosion.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour, Ottawa, during July and August, 1910.

DOMINION REPORTS.

The Mining Industry.

Summary report of the Mines Branch, Department of Mines, for the calendar year ending December 31, 1909. Ottawa, King's Printer, 1910. Page, 190, [price, 10 cents.

THE summary report of the Mines Branch for 1909 shows increased activity in this branch, much work being done of practical value to mining of all kinds and kindred industries. Field investigations were conducted in many parts of the country covering in their scope iron, copper, molybdenum, manganese, nickel, peat, coal, asbestos, gypsum, talc and soapstone. Attention is called to the rapid development of the electro-thermic processes for the production of steel in Europe, forty-six having been in operation in 1908, and thirty-one under construction, whereas there were only four in 1904.

In a preliminary report on accidents in mines, it is stated that the average yearly death rate in coal mine in Canada during the ten years from 1899 to 1908 was 9.21 per 1,000, while the death rate in England was only 2.24 per 1,000 from 1873 to 1882, and 1.29 per 1,000 in the five years from 1903 to 1907. It is recommended that the Mines Branch be given authority to call for the immediate reporting of accidents, with powers to co-operate with mining authorities in the formulation of an efficient code of laws and regulations relating to mining and the use of explosives, and to verify statements of accidents and investigate the causes.

ONTARIO REPORTS.

Factory Inspection.

Twenty-second annual reports of the Inspectors of factories for the Province of Ontario, 1909. Toronto: King's Printer, 1910. Page, 79.

In the report of the Chief Inspector of Factories for Ontario for the year 1909 attention is called to the need of proper fire escapes in factories, a matter which requires the constant vigilance of the Inspectors, although they have no power to pass upon the construction of a new fire escape without being requested to do so by either the contractor or the owner of the premises. A list of specifications for fire escapes is given, which was prepared in the office of the Factory Inspectors and sanctioned by order-in-council of June 10, 1909.

There were 665 accidents reported during June, which was an increase over the previous year, attributed to a better observance in reporting accidents and to increased industrial activity rather than to failure to safeguard machinery. Applications for permits to employ women, girls and youths to a later hour than 6.30 each evening in factories were in excess of the previous year. A marked improvement is noted in canning factories. It is suggested that the preparation and packing of cereal foods should be regulated as strictly as are the bake-shops.

The inspection of elevators, it is said, should cover not only factories, but mercantile houses, office buildings and hotels. The city of Toronto has passed a by-law licensing elevators, and appointing an inspector to examine and report on their working conditions.

Prison Statistics.

Forty-second Annual Report of the Inspector of Prisons and Public Charities upon the Prisons and Reformatories of the Province of Ontario, for the year ending September 30, 1909. Toronto: King's Printer, 1910.

In the Report of the Prisons and Reformatories of Ontario for 1909, it is stated that the number of persons committed to gaols and lock-ups in the past year was 13,535, an increase of 452 over the previous year. The principal increase was in commitments for crime against public order and peace, which numbered 7,827 in 1909 and 7,187 in 1908. There was also an increase of 212 in the crimes against public morals, and of 96 in the number of insane persons committed to

gaols. There were decreases in the number of commitments for murder, manslaughter, and crimes against the person and against property.

A strong recommendation is made for the adoption of the system of the indeterminate sentence and probation, and it is pointed out that during the past year a man was sent to an Ontario gaol with a record of fifty-six previous commitments. A gaol farm is also advocated where habitual criminals could be kept and given plenty of outdoor exercise, until they have shown signs of a reformation.

BRITISH REPORTS.

Street Trading of Children.

Report of the Departmental Committee on the Employment of Children Act. 1903, appointed by His Majesty's Principal Secretary of State for the Home Department. London: Wyman and Sons, 1910. Page, 23. Price, 2½d.

In July, 1909, a committee was appointed by the Home Secretary of Great Britain to inquire into the operation of the Employment of Children Act, 1903. It was decided by the committee to limit its inquiry to the subject of street trading, and its report is based almost entirely on this branch of child employment. By the Act, local authorities are given wide powers for the regulation of street trading by persons under the age of sixteen. In England and Wales, fifty county boroughs out of seventy-four have made street trading by-laws, including nearly all the large centres of population. Of the smaller boroughs forty-one out of 191 have exercised their powers. No country councils in either Scotland or Ireland have yet passed such by-laws, and in Scotland only three burghs out of fifty-six have done so, and in Ireland only five councils of urban districts out of forty-three. In most cases, street trading by girls under sixteen is prohibited altogether, unless they are in the company of a parent or a guardian. The regulation of street trading is most highly organised in Manchester, where a special staff of plain-clothes officers give their whole time to the work, knowing the traders personally, visiting their homes, advising the parents and clothing the children.

The principal occupation of juvenile street traders is selling newspapers, for which over 16,000 are licensed in England and Wales. Many girls as well as boys are engaged in this. A much smaller number sell flowers or matches, and another small class is that of children assisting costers, or at work in recognised markets. Street trading is said to produce many evil effects . It causes a dislike for regular employment, tending to develope beggars or gamblers, while girls are also subject to great moral perils.

The reports were presented by the committee. In the majority report the following recommendations were made:

1. That street trading by boys be wholly permitted by statute up to the age of seventeen. (2). That street trading by girls be similarly prohibited up to an age not less than eighteen. (3). That the definition of street trading be revised so as to make it clear that the delivery of newspapers and other goods by the employés of a tradesman to regular customer is not covered by the term. (4). That the functions of Local Education Authorities should be extended so as to include the administration of the law, either through school attendance officers or through officers specially appointed for the purpose, as well as the giving of advice and assistance to the children at or leaving shcool in the finding of suitable employments. (5) That street trading cases should be heard in the Children's Court, or, failing such a court, in a court of summary jurisdiction. (6). That the penalties for illegal street trading should be revised.

The minority report recommended that further powers be given to local authorities for dealing with street trading as carried on by boys, enabling them to prohibit street trading up to the age of eighteen, where other suitable forms of employment are available, and where a local organisation has been formed for finding suitable employment for children, and to refuse or withdraw a license where street trading is not being carried on for any beneficial purpose. They should also have power to make it a condition of a license for boys over fourteen that they should at-

tend technical or continuation classes while holding the license. The licensing system should be extended to the districts of all urban authorities under the Act, and local authorities should be required to appoint a sufficient number of specially selected officers for the enforcement of the Act.

Labour Colonies in Europe.

Royal Commission on the Poor Laws and Relief of Distress. Appendix Volume XXXII. Reports on Visits paid by the Labour Colonies Committee to certain Institutions in Holland, Belgium, Germany, and Switzerland. London: Wyman and Sons, 1910. Page, 120. Price, 1s.

The Royal Commission on the Poor Laws and Relief of Distress appointed a committee of four of its members to make inquiry into methods of relief in certain European countries, and in regard to measures there adopted in dealing with unemployment. The report of the Committee contains an account of the institutions visited by them, and four appendices containing (a). Balance sheet and Profit and loss account of the Association of Beneficence of Holland for 1906. (b). Bill for the repression of Mendicancy and vagrancy and drunkenness, drafted by the Dutch Vagrancy Commission, and proposed incidental amendments in the Dutch Criminal Code. (c). Balance sheet of the workshops at Merxplas for 1907. (d). Municipal unemployment Insurance at Strassburg.

The following labour colonies were selected as typical and visited: The free labour colonies at Fredericksoord, and the penal colonies at Veenhuizen in Holland: the colonies of benevolence in Belgium, including the Beggars' Depot at Merxplas, and the 'Refuge' colonies at Wortel and Hoogstraeten; the town labour colony at Hamburg, and the farm labour colony at Schâferhof near Hamburg; the forced labour farm at Witzwyl with the supplementary labour colony at Nusshof, and the labour colony at Tannenhof near Berne.

Factory Conditions in Great Britain.

Annual Report of the Chief Inspector of Factories and Workshops for the year 1909. Reports and statistics. London: Wyman and Sons, 1910. Page, 298. Price, 2s. 6p.

The Report of the Chief Inspector of Factories and Workshops for 1909 contains the reports of the Superintending Inspectors, Principal Lady Inspector, Medical Inspector, Electrical Inspector, Inspector for Dangerous Trades, and Inspector of Textile Particulars. A number of statistical tables are given, relating to complaints received, contravention notices issued, medical examinations, reported cases of poisoning, accidents, works under regulations or special rules, prosecutions, and the administration of the Factory Acts, 1899–1909.

In the General Report of the Chief Inspector, it is stated that the manufacture of white phosphorous matches ceased by law on January 1, 1910. In 1909, regulations came into force relating to the dangerous trades of East Indian wool, vitreous enamelling, electricity, tinning of metal hollow-ware, iron drums and harness furniture, and the grinding of metals. Regulations for brass casting came into force on January 1, 1910.

NEW ZEALAND REPORT.

Industrial Unions in New Zealand.

'The Industrial Conciliation and Arbitration Act, 1908.' Return showing the number of members in each Industrial Union registered under the Act to Dec. 31, 1908. Wellington: Government Printer, 1909. Page, 9. Price, 6d.

A return issued under the Industrial Conciliation and Arbitration Act, 1908, of New Zealand, shows that on December 31, 1908, there were registered 122 industrial unions of employers with 3,918 members, and 325 unions of workers with a membership of 49,347. Sixteen unions of employers and sixteen unions of workers were cancelled owing to their failure to send in annual returns.

UNITED STATES REPORTS.

Industrial Training in New York State.

Twenty-sixth Annual Report of the Bureau of Labour Statistics of the State of New York, for the year ended September 30, 1908. Part 1, Industrial Training, Albany, N.Y. State Department of Labour, 1909. Page, 400.

Report on Industrial Training, prepared by Charles R. Richards, Director of Cooper Union, has been issued by the Bureau of Labour Statistics of New York. The subject is discussed in eight

chapters, under the following headings: General Summary, Conditions of Entrance and Advancement in individual Industries; Attitude of Labor Unions toward Industrial and Trade Schools; Comments by Employers on Industrial Training; Rules and Agreements of Labour Unions in regard to Apprentices and Helpers; Laws of New York State relating to Child Labour; Compulsory Education; Apprenticeship and Industrial Education; Institutions offering Courses in Industrial Training in New York State: A Selected Bibliography on Industrial Education.

The following is a summary of the main conclusions of the Report: (1). The need of skilled male labour in the industries of the State is reported most severe in the manufacture of blown glass, many of the machine and metal trades, the manufacture of furniture, boots and shoes, the printing trades and in certain of the building trades, for females the need is reported most serious in the manufacture of silk, carpets, braids and embroideries, and in the machine operating trades.

2. The apprenticeship system in such industries as machine and printing trades and certain of the building trades is capable of being made most effective and a larger instrument of training skilled employés by the introduction of definite provisions for systematic instruction.

3. The need and value of general industrail or preparatory trade schools for boys and girls between fourteen and sixteen years of age is emphatically testified to by the employers in all the industries and agreed to by the labour unions.

4. Practical trade schools seem to be most in need and to give promise of most practical results in the machine and building trades. Such schools are strongly urged also by employers in the boot and shoe trades, furniture manufacture, and the printing trades.

5. The extension of evening schools giving both practical and technical instruction for workers in the trades is demanded by employers in a large proportion of the industries.

OTHER REPORTS RECEIVED.

Canada.—Department of the Interior. Annual Report of the Topographical rveys Branch. 1908–1909.

Summary Report of the Geological Survey Branch, 1909.

Ontario. — Infant Mortality. Special Report by Dr. Helen MacMurchy.

Loan Corporations Statements, being financial statements made by Building Societies, Loan Companies, Loaning Land Companies, and Trusts Companies for the year ending December 31, 1909.

Report of the Minister of Public Works for the ten months ending October 31, 1909.

Fifth Annual Report of the Ontario Vegetable Growers' Association, 1909.

Forty-first Annual Report of the Fruit Growers' Association of Ontario. 1909.

Interim Report of the Ontario Game and Fisheries Commission, 1909–1910.

Great Britain.—Report of the Committee on Emigration from India to the Crown Colonies and Protectorates.

Census of Production (1907). Preliminary Tables.

Minutes of Evidence taken before the Departmental Committee on the Employment of Children Act, with Appendices and Index.

Report to the Secretary of the Board of Trade upon the Working of the Boiler Explosions Acts, 1882 and 1890, with appendices.

Report of an Inquiry by the Board of Trade into the Earnings and Hours of Labour of Workpeople of the United Kingdom.

IV.—Public Utility Services, in 1906.

Royal Commission on the Poor Laws and Relief of Distress. Appendix volumes IX, IXa, X, Xa, XXIV, XXIX.

United States.—New York State Department of Labour. Annual Report of the Bureau of Labour Statistics, 1908. Part II. Trade Union Statistics.

New York State Department of Labour. General Report and Report on Factory Inspection, 1908.

Austria.—Sitzungs-Protokolle des standigen Arbeitsbeirates, 1909.

France.—Statistique annuelle des Institutions d'Assistance, année 1907.

Annuaire Statistique, 1908.

Resultats statistiques du Recensement général de la population. Tome II.

Germany.—Wohnungsfursorge in detuschen Stâdten, 1910.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provnices of Canada.

ONTARIO CASES.

Master and Servant.—Negligence of Fellow Servant.

AN overhead crane in the defendant's factory, operated by electric power, was used to raise and move heavy castings from place to place. M., the man who operated the crane, sat in a cage which ran upon rails, and from it he regulated the movement of the crane. When the crane was brought to the place where it was to be used, it was lowered and raised according to the direction of the foreman who stood on the ground below, near the casting which was to be moved. The crane had been in use where the plaintiff, a foreman moulder, was working, and he had told M. that he did not require it any more, and, while M. was moving it away, it was raised above the plaintiff's head, the cable parted, and a heavy hook attached to the cable fell and injured the plaintiff. In an action to recover damages for the injuries sustained, which were a fracture of the skull which incapacitated him from work, the jury found that the injuries were caused by the negligence of M., in hoisting the hook and sheaf of the crane over the plaintiff's head and letting it come in contact with the drum or something unknown, thereby breaking the cable. The action was tried before Chief Justice Meredith, with a jury, at Welland.

The Workmen's Compensation for Injuries Act (R. S. O. 1897, chapter 160, section 3, 5,) provides that "where personal injury is caused to a workman, by reason of the negligence of any person, in the service of the employer, who has the charge or control of any points signal, locomotive, engine, machine, or train upon a railway, tramway or street railway, the workman . . . shall have the same right of compensation and remedies against the employer as if the workman had not been a workman of, nor in the service of, the employer, nor engaged in his work."

Upon the findings of the jury, the Chief Justice held, (1) that M. was a person having the charge or control of an enigne or machine upon a railway or tramway within the meaning of the above enactment; and (2) that the enactment, as it now stands, is much wider in its scope than as it stood in the first Ontario Act, 49 Victoria, chapter 28. The case of *Murphy v. Wilson*, (1883) 44 L.T.N.S., 788, was distinguished from the present case.

(McLaughlin v. Ontario Iron and Steel Co., 10 Ont. L. R. 335.)

Negligence.—Injuries to Workman.

The defendant company being in occupation of a building as lessees, the lessor came in to do some work, pursuant to an undertaking in the lease, and in doing the work his men took up a moveable floor or platform made and used by the lessees, and stood it on edge. One of the employés of the lessees assisted in setting it on edge, and, to make it safe, tied it with a rope. The rope got loose, and the platform fell on the plaintiff, an employé of the lessees, and injured him. In an action against both the lessees and the lessor, the jury found negligence against both defendants and $1,000 damages. Upon an appeal to the Divisional Court it was held, (1) that the jury were justified in finding that the platform was not safely placed, and the lessees, as the occupiers of the property (the plaintiff being lawfully there) were obliged to have the property in a safe condition; (2) that the lessees could not have any relief against their co-defendant the lessor, although claimed in the action, there being no order for the trial of an issue between the defendants (following the decision in *Cope v. Crichton* (1899), 18 Ontario, P. R. 462). The Court also held, that the lessor owed no duty to the plaintiff, and was under no liability to him for non-repair of the premises, notwithstand-

ing that he actually came upon the premises and did work there. He was not to be considered as in occupation, because the work he was doing was for the benefit of the lessees, who might have waived it and excluded him from the premises if they chose; and so, notwithstanding the finding of negligence, the lessor was not liable to the planitiff. The decision in *Malone v. Laskey*, (1907) 2 K. B. Reports, 141, was specially referred to by the Court. The action had been tried before Mr. Justice Magee with a jury, and his judgement against both defendants, on the jury's findings, was varied as above stated. The appeal of the defendant company, who had leased the premises from their co-defendant, Eckhardt, the lessor, was dismissed with costs; that of Eckhardt, the lessor, was allowed with costs, and the action against him dismissed with costs.

(Gregson v. Henderson Roller Bearing Co. and Eckhardt, 10 Ont. L.R. 584.)

Municipal Property and the Mechanics' Lien Act.

In the June number of the *Gazette* a case was noted (*General Contracting Company v. City of Ottawa*) in which the County Judge of Carleton decided that lands of a municipality actually required for the use of the municipality, such as for fire halls, police stations, &c., are exempt from the operation of the Mechanics' and Wage Earners' Lien Act, on the grounds of public policy and public convenience. The Divisional Court has since allowed an appeal from that judgement and remitted the action to the same county judge for trial; and the Court of Appeal has affirmed the order of the Divisional Court on the ground that the language of some of the sections of the Act seems to imply an intention to bring at least some classes of municipal property within its provisions, and that the case altogether is of a character which requires further investigation.

In the case of *Lee v. Broley* (2 Saskatchewan L. R. 288) it was held that the lands of a school district were liable to be sold under the provisions of the Mechanics' Lien Act. In the Ontario Court of Appeal Mr. Justice Meredith was of opinion that the Lien Act did apply to such buildings as those in question, and, therefore, that the case was properly remitted to the county judge.

"The Practice of Medicine"—What it means.

A judge of the High Court (Mr. Justice Middleton) has decided that the Ontario Medical Act (R. S. O. 1897, chapter 176, section 49) did not grant to the medical profession a monopoly of supplying, for gain, such things as go to make life easier for those who suffer from physical defects. That Act relates, it was said, only to the "practice of medicine," as is understood in its primary and popular meaning, and does not cover all kindred and cognate arts. This was decided on an appeal in the prosecution of one W. J. Harvey, the defendant, an oculist, who had been convicted on a charge of having charged $13 for treatment of the eyes, and $10 for glasses, and was fined $50 and $23 costs. Mr. Justice Middleton quashed the conviction, and ordered the informant to pay the costs of appeal as well as of the proceedings before the magistrate.

Workmen's Compensation Act.—Doubtful Negligence.

Plaintiff was ordered by defendants' foreman to go from a tramcar to the engine on a tramway train of defendants, the car being close up against the engine. While in the act of doing so the separation of the car from the engine occurred, and plaintiff fell between them and was injured. In an action for damages for injuries received, evidence was heard as to the order for the separation of the car from the engine, and as to plaintiff's knowledge of that order. The jury found in plaintiff's favour and assessed the damages at $1,500, and judgement was directed accordingly. The Court of Appeal set aside the judgement and ordered a new trial, on the ground that the findings of the jury were insufficient and unsatisfactory. Mr. Justice Meredith, who dissented from the rest of the Court, held that the jury's findings were sufficient and satisfactory, and that the appeal should be dismissed.

(McLeod v. Canadian Stewart Co. Ltd. 16 Weekly Reporter, 533.)

Unsuccessful Suit for Insurance.

In the Divisional Court, in Copeland v. Locomotive Engineers' Insurance Association, the following judgement has been entered: An appeal by plaintiff from the judgement of the Chancellor, of April 27, 1910. Plaintiff, a locomotive engineer on the Grand Trunk Railway, alleges that he lost the sight of his right eye on August 26, 1905; that he is a member in good standing in defendant Association, and entitled to his insurance, and he claimed $1,500 for insurance, and $121.50 for assessments paid, with interest on each sum. Defendants deny the loss of the eye, that plaintiff has fulfilled conditions imposed in his policy, or has brought his action in time. At the trial, the action was dismissed with costs. Plaintiff's appeal therefrom argued and judgement reserved. Judgement: Appeal dismissed with costs, if exacted.

Disallowance of Strike Wages.

Because Thomas Allen is what is called a "privilege" member of the National Builders' Labourers' Union, and because he was not working when the union declared a strike on June 2, Allen is not entitled to strike wages from the union.

This is in accordance with a decision given by Judge Monson, in Division Court at Toronto.

Allen, who was one of the organizers of the Union, has been a member for twenty-four years, and is now old and finds it difficult to get jobs, sued the union for $15, being at the rate of $5 a week for three weeks. The Judge ruled that, according to the Union's by-laws, Allen was not entitled to any strike wages on two grounds: that he was a "privilege" member, and as he paid only half the regular dues, was entitled to $75 death benefits, but no wages in case of strike, and that he was not working at the time. He did not, however, allow the Union their costs.

Claim for "Sick Benefits" in Order of Foresters.

Upon an appeal by the defendants from the judgement of the County Court of the County of York, in favour of the plaintiff, in an action to recover $168 for "sick benefits," it appeared that the plaintiff, a member of the defendant "Court," a subordinate branch of a friendly or benefit society, incorporated by a Dominion statute and registered under the Ontario Insurance Act, applied for "sick benefits" to which he would have been entitled under the laws of the society, upon a satisfactory certificate from the medical officer of the Court. The medical officer, however, certified that the plaintiff's illness was caused or contributed to by the excessive use of intoxicating liquors, and the Court refused the benefits. This was affirmed by the various appellate bodies having jurisdiction under the laws of the Society, but none of them had any evidence before them other than the certificate of the medical officer, and two certificates of a contrary opinion given at the instance of the plaintiff by another physician. There was no tender of other evidence by the plaintiff. In an action brought for the recovery of the amount of the "sick benefits," the trial judge heard evidence as to the cause of illness, and found that it was not caused or contributed to in the way certified to by the medical officer, and that the certificate, though honestly given, was founded upon an erroneous diagnosis. It was held on appeal, by the Divisional Court, that the matter was one to be disposed of by the methods of the society, to which the plaintiff subjected himself on becoming a member; and the action of the Society was final, unless it was made to appear that it was contrary to natural justice, or in violation of the rules of the body, or done in bad faith. An erroneous medical certificate, given honestly, but by mistaken diagnosis, cannot be regarded as fraudulent; "legal fraud" does not exist in a sense distinguishing it from dishonesty or moral wrongdoing. Judgement of the County Court of York, in favour of the Plaintiff, reversed.

(Thompson v. Court Harmony No. 7045, Ancient Order of Foresters (1910) 21 O.L.R. 303.)

MANITOBA CASES.

Dangerous Work.—Liability of Contractor and Sub-Contractor.

The defendants were the contractors for the building of a railway. They sublet a portion of the work to sub-contractors, who, in the prosecution of the work, negligently discharged a dynamite blast and injured the plaintiff. In an action against the sub-contractors, the plaintiff obtained judgement for damages in respect of his injuries, but on a writ of execution upon the judgement, he did not recover anything. He then brought this action against the defendants, the contractors. It was admitted that the injury complained of in both actions, and the cause of such injury, were identical; and it was conceded by the defendants that, upon the facts alleged in the statement of claim, they were jointly liable with the sub-contractors, and might have been sued by the plaintiff, either jointly with the sub-contractors or alone. It was held at the trial by Chief Justice Mathers, that the work sublet by the defendants to the sub-contractors being of a dangerous character and liable to result in injury if negligently performed, the defendants were liable for the sub-contractors' negligence in performing it—following the decision in *Penny v. Wimbledon Urban District Council* (1898), 2 Q. B., 212; (1899) 2 Q. B., 72. But it was also held, that the judgement recovered by the plaintiff against the sub-contractors, although it remained unsatisfied, was a bar to this action—the defendants and the sub-contractors being joint wrongdoers—following the decision in *Brinsmead v. Harrison*, L. R. 7, C. P. 547. The Chief Justice quoted the following summary of the Law on the point from a well known authority: "There are no degrees of responsibility, nothing answering to the distinctions in criminal law between principals and accessories, but when the plaintiff, in such a case, has his choice, he is concluded by it. After recovering judgement against some or one of the joint authors of a wrong he cannot sue the others or other for the same matter even if the judgment in the first action remains unsatisfied. By that judgement the cause of action passes into the judgement so recovered and is no longer available." The reason of the rule is stated to be that otherwise a vexatious number of actions would be encouraged. In the present case the action against the defendants, the contractors, was dismissed with costs.

(Longmore v. J. D. McArthur Co., 14 Western Reporter 233.)

Master and Servant.—Breach of Duty, Trespass, etc.

The plaintiff being employed by the defendants as the agent for the sale of their goods in a defined territory, agreed to hold himself subject to the direction of the defendants and to serve their interests, and not to carry or offer for sale any goods except those manufactured or sold by the defendants. The plaintiff was paid by commission on his sales. He entered the service of the defendants on January 1, 1908, and continued till May 15, 1909, when he was dismissed. He had an office, rented in his own name, and of which he paid the rent, but it had the defendants' name on the door. In January or February, 1909, the plaintiff entered into negotiations with a firm doing a similar business to that of the defendants, with a view to entering into the service of that firm in 1910, and while still in the service of the defendants, endeavoured to induce a number of the defendants' agents to leave the defendants and enter the service of the other firm. A contract was entered into between that firm and the plaintiff, dated March 30, 1909, to take effect on or before January 1, 1910. The plaintiff had, while in the defendants' service, prepared a mailing list of customers and prospective customers in his own territory, for use in the prosecution of the defendants' business, and he had bought from another agent of the defendants' a similar list in respect of another territory. He had also a card index of names, and had prepared a list of probable buyers all over Canada. He had also a ledger in which he had entered

the name of each person from whom he got an order for the defendants, with particulars, prices and dates. During the absence of the plaintiff, the defendants entered his office, removed the furniture, which was their own, and the ledger, the mailing list and the card-index. The general mailing list of all Canada they destroyed. In an action by plaintiff for money claimed to be due him by defendants on commissions, or for an account, and for damages for entering his office, as above stated, and removing the articles referred to, and for having torn up and destroyed correspondence, papers, &c., Chief Justice Mathers, who tried the action, held: (1) That the defendants had no right to enter the office without the plaintiff's permission, and, in doing so, they committed an act of trespass; (2) that the general mailing list was the plaintiff's property, and the plaintiff was entitled to damages for its destruction; (3) that the other articles were the defendants' own property, and plaintiff could recover nothing for their conversion; (4) that defendants were entitled, upon their counterclaim, to damages for breach of the plaintiff's contract to serve them to the best of his ability.

Evidence was admitted, subject to objection, to show loss to the defendants occasioned by the fact that the plaintiff did not continue in their service till the end of the year, although, in fact, the defendants dismissed him. The Chief Justice held, that the evidence was open to the double objection that it was too remote, and that it showed special damage, for which no foundation was laid in the pleadings in the action. A verdict was given for the plaintiff for $300 and costs of suit, and for the defendants for $551.33 and costs of their counter-claim—the costs in each case to be taxed and added to the verdict, and the amounts so ascertained set off. Judgement to be entered for the balance so ascertained against the party so found to be indebted.

(Martin v. Brown, 14 Western Reporter, 237.)

BRITISH COLUMBIA CASE.

New Trial for Excessive Damages.

The plaintiff, a tinsmith, was injured by the admitted negligence of the defendants; his thigh was dislocated; and the medical evidence showed that he would probably never fully recover from the injury. The limb, it was said, would always have a limited action, and the resuilt was that he would be unable to follow at least some branches of his trade. He would be unable to get about on roofs and scaffolding, and will have to confine himself to work which will require less activity. His medical and hospital bills amounted to about $500, and, up to the time of the trial, he had been idle for about eight months by reason of the injury. In an action to recover damages for his injuries, a jury awarded him $11,500, $10,000 of which, as one of the judges said, would be available to compensate him for his pain and suffering and decreased earning powers. The amount would give him an annuity amounting probably to more than fifty per cent. nearer seventy-five per cent., of what he could be reasonably expected to earn without the disabilities occasioned by the accident. Upon an appeal to the Court of Appeal, three of the four judges composing the Court, were of the opinion that the damages were excessive, and that there must be a new trial. Mr. Justice Galliher said, "There can be no question that this Court has the power to order a new trial in cases where they are clearly of opinion that the evidence did not warrant the finding of the jury. I take it we are very much in the same position in this as we should be in a case where we were deciding upon the weight of evidence, and while Courts of Appeal must exercise great care in overruling the findings of juries, yet, if they did not in a clear case exercise their powers, their functions would be very much limited. I think this is clearly a case where the Court should interfere and order a new trial."

(Farquharson v. British Columbia Electric R. W. Co., 14 Western L.R. 91.)

ENGLISH CASE.

Refusal to Work Overtime.

A test case as to the right of printers to refuse to work overtime was heard in the City of London Court, on the twenty-first ultimo, before Judge Lumley Smith, K.C. Robert E. Cole, machine manager, Walthamstow, sued Messrs. Howard & Jones, Limited, printers, Bury street, London, E.C., for £4 19s. 4d., for alleged wrongful dismissal. The plaintiff had been in the service of the defendants for more than eight years. On February 18, at 6.15 P.M., he was told he would be required to work overtime, and as his trade union, the London Machine Managers' Trade Society, had decided that the men should not work overtime, he declined to go on. At 6.30, when he left, the plaintiff was at once discharged, and a number of men were brought in, under a police escort, from the Labour Exchange, to take the places of those who left.

The objection to work overtime was arrived at as a means of dealing with the subject of unemployment. Giving evidnce, the plaintiff said, in cross-examination, that he had worked overtime on several occasions previously, but he refused to do so after his trade unions' resolution. The Master Printers' Association and the men's society had worked together, but the agreement had been set aside. Mr. F. Jones, one of the defendant company's directors, said they had always paid the plaintiff time-and-a-half for overtime. Great inconvenience was caused when the plaintiff and others refused to work overtime. The defendants were no parties to abolishing overtime. They never thought that men like the plaintiff would refuse to work overtime when required. As the plaintiff would not work he was discharged. Judge Lumley Smith held that the workers should have given fourteen days' notice that they would not work overtime. As that was not done, he found for the defendants, and he gave costs on the higher scale, as the case was of importance.

THE

LABOUR GAZETTE

OCTOBER, 1910.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF SEPTEMBER, 1910.

I.—GENERAL SUMMARY.

INDUSTRIAL activity was very pronounced throughout Canada during September. Weather conditions were excellent for agriculturists and for outdoor employment generally. The more favourable estimates of the Western crop-yield made at the close of August were generally confirmed; the returns, though falling below that of 1909, will be better than had been expected in July. In Ontario and the Eastern Provinces the crops will yield considerably better than in 1909. Work on railway construction, civic improvements, and in the building trades, was very actively prosecuted during the month, and additional men could have found employment in certain localities. Railway construction in British Columbia was seriously hampered by lack of labour. The building year, in particular, will compare favourably with that of 1909, and a good winter season on indoor work is expected. Reports from the lumbering and mining industries were, on the whole, very favourable; labour for the winter lumber camps in Ontario is commanding a higher price than last year. Fishing operations have been quiet and returns light. In manufacturing, nearly all branches were working to full capacity, and a considerable expansion in premises and equipment was in progress. Transportation employés of all classes were exceptionally active, the shipments of the Western grain crop having begun and the usual rush of freight having set in in anticipation of the close of navigation.

Changes in Wages and Hours of Labour.

The following is a statement by industries and groups of trades of the more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during September, 1910.

Building trades.—Bricklayers and masons (500) at Montreal, Que., received an increase in wages from 40 to 45 cents per hour, after a strike.

Food and tobacco preparation.—Employés in the biscuit and confectionery factories of the Perrin and McCormick Companies, at London, Ont., to the number of 325 males and 575 females, had their hours reduced three per week, without changes in wages. The change was a voluntary concession by the firms, with the object of inducing a larger supply of labour.

Railway employés.—Engineers in the employ of the Michigan Central Railroad Company received a substantial advance in wages.[1]

Street railway employés.—The British Columbia Electric Railway Company signed an agreement with its employés, after lengthy negotiations, providing for an increase in wages, and the retention of the nine-hour day.

Interruptions to Industry.

Among industrial establishments, &c., destroyed by fire or through other causes.

[1] See report of St. Thomas correspondent.

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

during September, 1910, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.—At Halifax, storehouses and business block, loss, $10,000; two stores and residence, loss, $20,000. Livery stable and contents at Glace Bay.

New Brunswick.—Roundhouse, two locomotives and one car at Minto, outbuildings and residence at Fredericton, loss, $1,500. At St. John, livery stable and contents; shop and foundry.

Quebec.—Saw-mill and lumber at Como, loss, $40,000; hotel and three dwellings at Compton, loss, $6,000; 10,000 cords of pulp wood at East Angus; sash and door factory at Granby, loss, $25,000; tenement house at Laprairie, loss, $1,000; hospital (partial) at Levis, loss, $1,000. At Montreal, stable of sixty stalls at Parc deLorimier; lumber warehouse and contents, loss, $5,000; outbuildings and residence, loss, $2,000; paint and oil establishment, loss, $25,000; stable and two horses; ice house; hotel, loss, $2,500; hay warehouse, loss, $2,500; a cheese warehouse, loss, $2,500. Saw-mill at Orford, loss, $10,000. At Quebec, boot and shoe store and residence, loss, $8,000; provision warehouse, loss, $1,500. Foundry (partial) at Sorel, loss, $1,000.

Ontario.—Stables and residence at Carleton Place; stave mill at Comber, loss, $8,000; outbuildings and residence at Embrun; lithographing establishment at Hamilton, loss, $10,000; two warehouses at Iroquois loss, $3,000; engine works at Midland, loss, $12,000; outbuildings and residence at Millington, loss, $2,500; hotel at Niagara Falls, loss, $2,000; general store at Ottawa, loss, $3,000; outbuildings and contents at Peterborough, loss, $1,600; steamer *Keministiquia* at Port Arthur, loss, $7,500; outbuildings and residence at Princeton; granary, shed and residence at Ridgetown, loss, $5,000; hotel at Schreiber; roller rink at Sudbury, loss, $15,000; cooperage and residence at Trenton, (100 men out of employment); club house (partial) at Toronto, loss, $3,000; printing office at Toronto; oil refinery and glass factory (partial) at Wallaceburg, (100 men thrown out of employment). Barn at Clarendon.

Manitoba.—Hotel and two stores at Dominion City, loss, $12,000; clothing warehouse at Winnipeg, loss, $50,000; apartment block and six residences at Winnipeg, loss, $110,000.

Saskatchewan.—Granary and residence at Hayfield, loss, $4,500.

Alberta.—Sheds, machinery room and saw-mill at Leduc, loss, $3,000; abattoir at Strathcona, loss, $15,000.

British Columbia.—Three herring canneries at Nanaimo, loss, $20,000; hospital at Rock Bay, loss, $10,000; business block at Whiterock, loss, $20,000.

Conditions in the Industries and Trades.

Conditions of employment during September, in the several industries and groups of trades, throughout Canada, as indicated by reports of correspondents of the *Labour Gazette*, and by information received at the Department of Labour from other sources, may be briefly summarized as follows:—

Agriculture.

Weather conditions were generally favourable. Temperatures were uniformly high, and showers in the latter half of the month improved pasturages and brought the root crop on, while improving the land for ploughing. The result was a very busy month for agriculturists. Threshing, ploughing, corn cutting, fall wheat sowing and apple packing constituted the chief items of employment. Grain cutting was completed early in the month.

No material change in the crop estimates sent out in the closing days of August was recorded. General satisfaction is expressed with the agricultural yield in Ontario, the total value of field crops in this province being estimated at $205,000,000, an increase of $35,000,000 over last year. The more favourable estimates of August, as compared with those sent out following the drought of July, with regard to the western crop, have been confirmed. The annual crop estimate of the North-west Grain Dealers' Association, issued in the closing days of September, is as follows:—

					Bushels.
Wheat	8,453,200	acres at	12.6	per acre	106,510,320
Oats	4,217,400	"	26.5	"	111,983,000
Barley	1,002,000	"	19.1	"	19,520,000
Flax	630,000	"	8.4	"	5,292,000
Wheat inspected to date					92,904,000
Oats	"	"			32,706,000
Barley	"	"			4,628,009
Flax	"	"			3,576,000

The estimate of the Canadian Pacific Railway Company of the western wheat yield is 94,900,000 bushels. The Bureau of Statistics, Canada, places the total wheat crop at 99,890,000 bushels. In the Eastern Provinces substantial gains on last year's output are shown in wheat, oats and barley.

A cablegram received September 27, from the International Institute of Agriculture, gives the yield of wheat estimated September 1 as follows:— Italy, 165,346,656 bushels, compared with 184,956,913 reported last month, and 125,363,287 last year; Roumania, 108,853,211 bushels, compared with 107,886,633 reported last month, and 59,043,045 last year; Hungary, 198,482,118 bushels, compared with 189,352,220, reported last month, and 125,363,287 last year; Russia, 917,633,489 bushels, compared with 784,203,650 last year; Prussia, 87,799,070, compared with 138,000,049 in all Germany last year. Conditions: Great

Britain, 90 against 101, August 1; Germany, August 15, Winter wheat, 2.5, against 2.3, July 15; Spring wheat, 2.7, against 2.6, July 15; Austria, 2.8, August 15, compared with 2.5, July 15.

The exodus of harvesters to the Northwest Provinces was much less severely felt in the general market for labour than last year. Wages ran form $20 to $45 per month with board, or from $2 to $3 per day for exceptionally good men.

Agricultural exhibitions were unusually well attended, and exhibits were larger and better than last year.

Apples, generally speaking, will be a light crop, peaches fair, grapes medium and plums a good crop. Very favourable reports are received from the fruit dristicts of British Columbia. On the subject of the method of shipping apples to the British market the Dairy and Cold Storage Commissioner of Canada reported on September 25, as follows:—

"Several shipments of early apples have been made to Great Britain during the past month. Our inspectors report some shipments in ordinary cars arriving at Montreal in a heated, over-ripe, and even rotten condition. In view of the arrangement between the department of agriculture and the railways, whereby shippers may obtain iced cars at ordinary rates for the carriage of fruit intended for export in cold storage, it is amazing that such a complaint can be founded on fact. Some of the oldest shippers are the worst offenders in this respect. The direct loss for such neglect or ignorance falls on the shipper or owner, but the indirect loss from injury to the reputation of Canadian apples reaches every apple grower in Canada, and it is about time that the careless, slipshod operator should be given to understand that he has no right to jeopardize the interests of an important industry in this irresponsible manner."

Shipments of western grain have been begun on an extensive scale. The prices of farm products have been firm.

The decline in the sheep industry in Canada is to be investigated by a committee of two, under authority of the Honourable the Minister of Agriculture, Canada. The committee consists of an English wool expert, and an experienced Canadian sheep breeder.

Fishing.

The month was quiet throughout Canada. The oyster season began in the Maritime Provinces, but catches were light. In New Brunswick, however, quahaug beds are yielding well. The herring and mackerel fleets reported small catches; sardines also were scarce. The total catch of the Lunenburg Grand Banks fleet was 147,125 quintals. Most of the steamers have returned, and will not engage in fishing during the rest of the season, owing to scarcity of bait and ice and disaffection among the crews. Conditions on the Great Lakes and in British Columbia were normal for the season. Over 750 whales have been taken by the Pacific Company's whaling fleet operating on the west coast of Vancouver Island, this year.

The yearly convention of the Fishermen's Union of Nova Scotia was held at Halifax, September 29.

The decline in the fish supply in Saskatchewan and Alberta will be made the subject of inquiry by a Royal Commission consisting of Professor E. E. Prince, chairman, Mr. Justice McGuire, of Prince Albert, and Dr. Euston Sisley, of Calgary. Sessions at various points in the provinces will be held, beginning early in October.

Lumbering.

In Ontario and the Eastern Provinces preparations for winter operations in the woods were actively under way; large gangs were engaged, though the supply of labour was scarce, as compared with last year, and wages offered were higher. Stocks of logs in the Ottawa valley were reported low, and the cut during the coming season is expected to be large. In New Brunswick, however, no increase in production is looked for. Saw-mills were still running to their full capacity and will continue to do so in most localities until the frost comes. In British Columbia, no marked change from last month occurred; conditions were generally active in camps and mills. A merger of four large lumber companies on the Pacific coast, with a total capitalization of $5,000,000, under the title of the Canadian Pacific Lumber Company, with head offices in Victoria, was reported.

Mining.

The large outputs from the Nova Scotia collieries of the preceding months of the season were maintained, and shipments were somewhat increased, during Sep-

TABLE SHOWING STATE OF EMPLOYMENT

This table is based largely on the reports of the correspondents of the *Labour Gazette* as published in the present n the several trades and industries throughout the Dominion. The table has reference only to the amount of employ- separate headings in the *Labour Gazette*. In tabulating the informations in question, the terms employed are divided as follows: (1) active, very active, (2) quiet and very quiet.

City and district of correspondent.	Agri-cultural opera-tions.	Fishing.	Lumbering (including saw-milling.)	Mining.	Manufac-turing.	Railway construc-tion.	Building trades.
Nova Scotia—							
1—Sydney	Active	Very quiet	.....	Active	Very active	.....	Active
2—Westville	Active	.....	Active	Active	Active	.....	Active
3—Halifax	Active	Very quiet	.....	.....	Active	.....	Very quiet
4—Amherst	Active	Active	.....	Active	Very active	.....	Active
Prince Edward Island—							
5—Charlottetown	Very active	Active	.....	.....	Active	.....	Active
New Brunswick—							
6—Moncton	Active	Active	Active	Active	Very active	Very active	Active
7—St. John	Active	.....	Active	.....	.....	Active	Active
8—Newcastle	Very active	Quiet	Active	.....	.....	.....	Active
Quebec—							
9—Quebec	Active	.....	Active	.....	Active	.....	Active
10—Sherbrooke	Active	.....	Active	Very active	Very active	.....	Active
11—Three Rivers	Very active	Quiet	Active	.....	Very active	Active	Active
12—St. Hyacinthe	Active	.....	.....	.....	Very active	.....	Active
13—St. Johns and Iberville	Active	Active	.....	.....	Very active	.....	Active
14—Sorel	Active	.....	.....	.....	Very active	.....	Active
15—Maisonneuve	Active	.....	.....	.....	Very active	.....	Active
16—Montreal	Active	.....	.....	.....	Very active	.....	Active
17—Hull	Active	.....	Active	.....	Active	.....	Very active
Ontario—							
18—Ottawa	Very active	.....	Active	.....	Active	Active	Very active
19—Kingston	Active	Quiet	Active	Active	Active	.....	Active
20—Belleville	Active	Active	Active	Active	Very active	Active	Active
21—Peterborough	Active	.....	Active	.....	Very active	.....	Active
22—Toronto	Very active	.....	.....	.....	Very active	.....	Very active
23—Niagara Falls	Very active	.....	.....	.....	Very active	Active	Active
24—St. Catharines	Very active	.....	.....	.....	Very active	.....	Active
25—Hamilton	Active	.....	.....	.....	Very active	Active	Active
26—Brantford	Active	.....	.....	.....	Very active	.....	Very active
27—Guelph	Active	.....	.....	.....	Very active	.....	Active
28—Berlin	Active	.....	.....	.....	Very active	.....	Active
29—Woodstock	Active	.....	.....	.....	Very active	.....	Active
30—Stratford	Very active	.....	.....	.....	Very active	.....	Active
31—London	Very active	.....	.....	.....	Active	.....	Quiet
32—St. Thomas	Active	.....	.....	.....	Very active	.....	Quiet
33—Chatham	Active	.....	.....	.....	Very active	.....	Active
34—Windsor	Active	.....	.....	.....	Very active	.....	Very active
35—Sault Ste. Marie	Quiet	.....	Active	.....	Active	.....	Very active
36—Port Arthur & Fort William	Active	.....	Active	.....	Active	Active	Active
Manitoba—							
37—Winnipeg	Very active	.....	Active	.....	Active	.....	Active
38—Brandon	Very active	.....	.....	.....	Active	.....	Active
Saskatchewan—							
39—Regina	Active	.....	.....	.....	Active	Active	Active
40—Moose Jaw	Active	.....	.....	.....	.....	.....	Active
Alberta—							
41—Calgary	Active	.....	.....	.....	Active	Active	Active
42—Edmonton	Active	.....	.....	.....	Active	Very active	Active
43—Lethbridge	Active	.....	.....	Very active	Active	.....	Quiet
British Columbia—							
44—Nelson	Active	.....	Very active	Active	.....	.....	.....
45—New Westminster	Active	Quiet	Very active	.....	Active	.....	Active
46—Vancouver	Active	.....	Active	.....	Active	.....	Active
47—Victoria	Active	.....	.....	.....	Very active	.....	Very active
48—Nanaimo	Active	Quiet	Active	Active	.....	.....	Active

IN CANADA DURING THE MONTH OF SEPTEMBER, 1910.

issue and is intended to present, in brief and accessible form, a generalized statement as to the state of employment ment prevailing, no account being taken as to wage changes, trade disputes and kindred phenomena treated under into two groups, the order indicating in each, the degree to which general conditions were favourable or unfavourable,

	Metal, engineering and ship-building.	Wood-working.	Printing and Allied trades.	Clothing.	Food and tobacco preparation	Leather.	General transport.	Miscella-neous.	Unskilled labour.
1—	Active	Active	Active	Active	.....	.....	Active	Active	Active
2—	Active	.....	Active	Active	Active	Active	.....	Active	Very active
3—	Quiet	.....	Active	Quiet	Active	.....	Quiet	Active	Quiet
4—	Active	Active	Active	Active	Active	Active	Active	Active	Active
5—	Active	Active	Active	Active	Active	Active	Active	Active	Active
6—	Active	.....	Active	Active	Active	Active	Active	Active	Active
7—	Active	Active	Active	Active	Active	.....	Active	Active	Active
8—	Active	Active	.....	.....	Active	.....	Active	.....	Active
9—	Active	.....	Active	Active	Active	.....	Active	Active	Active
10—	Active	Active	Active	Active	Active	.....	Active	Active	Active
11—	Active	Active	Active	Active	Active	Active	Active	Active	Active
12—	Active	Active	Active	Active	Active	Active	Active	Active	Active
13—	Active	Active	Active	Active	.....	.....	Active	Active	Active
14—	Active	Active	Active	.....	.....	.....	Active	Active	Active
15—	Active	Active	Active	Active	Active	Active	Active	Active	Active
16—	Active	Active	Active	Active	Active	Active	Active	Active	Active
17—	Active	Active	.....	.....	.....	.....	Active	Active	Very active
18—	Active	Active	Active	Active	Active	Active	Very active	Active	Very active
19—	Active	Active	Active	Active	Active	Active	Active	Active	Active
20—	Active	Active	Active	Active	Active	Active	Active	Active	Active
21—	Active	Active	Active	Active	Active	.....	Active	Active	Active
22—	Active	Active	Active	Active	Active	Active	Active	Active	Active
23—	Active	.....	.....	Active	Active	.....	Active	Active	Active
24—	Active	Active	Active	Active	Active	Active	Active	Active	Active
25—	Active	Active	Active	Active	Active	Active	Active	Active	Active
26—	Very active	Active	Active	Active	Active	Active	Active	Active	Very active
27—	Active	Active	Active	Active	Active	.....	Active	Active	Active
28—	Active	Active	Active	Active	Active	Active	Active	Active	Very active
29—	Very active	Active	Active	Active	.....	.....	Active	Active	Very active
30—	Active	Active	Active	Active	Active	Active	Active	Active	Active
31—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
32—	Active	.....	Active	Active	.....	.....	Active	Active	Quiet
33—	Active	Active	Active	Active	Active	.....	Active	Active	Active
34—	Active	Active	Active	Active	Active	.....	Active	Very active	Very active
35—	Active	Active	Active	Active	Active	.....	.....	Active	Very active
36—	Active	Active	Active	.....	Active	.....	Active	.....	Active
37—	Active	Active	Active	.....	.....	.....	Active	.....	Very active
38—	Active	Active	Active	Active	Active	.....	Very active	Active	Very active
39—	Active	Active	Active	Active	Active	.....	Active	Active	Very quiet
40—	Active	Active	Active	Active	Active	.....	Active	Active	Active
41—	Active	Active	Active	Active	Active	Active	Active	Active	Active
42—	Active	Active	Active	Active	Active	.....	Active	Active	Active
43—	Active	.....	.....	.....	.....	.....	.....	.....	Active
44—	.....	.....	.....	.....	.....	.....	Active	Active	Active
45—	Active	Active	Active	Active	Active	.....	Active	Active	Very active
46—	Active	Active	.....	Active	.....	.....	Active	Active	Act ve
47—	Active	.....	Active	.....	.....	.....	Active	Active	Active
48—	Active	Active	Very active	Active	Active	.....	Active	Active	Active

tember. Additional labour could have found employment at certain points; the strike at Springhill, however, still continues. Very active conditions were reported from the asbestos regions of Quebec, and there was considerable activity in the mica market. The Cobalt and other important camps of Northern Ontario continued to produce steadily. The coal mines of Alberta and Eastern British Columbia were somewhat hampered for lack of transportation facilities, owing to the diversion of cars to the grain traffic, but more active conditions of employment are expected in November. Extensive colliery development operations are in progress in the vicinity of Lethbridge, Alta. The mines on Vancouver Island continued to produce heavily. Little change was reported from the metalliferous camps of the interior. The Granby Consolidated Mining, Smelting & Power Company is rebuilding and equipping the large copper producer at Phoenix, recently destroyed by fire.

The mineral production of Ontario for the half year of 1910 ended June 30, was considerably in advance of that of 1909. Altogether the mineral output of Northern Ontario shows a very considerable increase. The production for the first half of 1910, as compared with that of 1909, reads:—

	Ounces.	Value.
1910	12,804,992	$6,260,197
1909	11,324,382	5,379,980
Increase		$880,217

A statement recently published gives the value and quantity of the ores smelted at the works of the Consolidated Mining & Smelting Company, during the time it has been in operation, at $42,646,025, and 2,458,684 tons, respectively.

Manufacturing.*

Very active conditions prevailed in this industry during September, full staffs and full time being worked in most branches and localities, with several instances of overtime. Factory extensions and increases in equipment were in progress on a considerable scale, and the general tone and outlook of the industry was regarded as very favourable. Female help still remained scarce in white wear and kindred establishments.

The annual meeting of the Dominion Millers' Association was held at Toronto, September 1.

The iron and steel industry continued exceedingly active, and the output of pig iron, steel ingots, rods, rails, etc., in the various plants was very heavy. In Nova Scotia, the companies report a very active demand for labour.‡

Railway Construction.

Work was very active in the various railway construction contracts under way. Good progress was reported, the supply of labour, at some points, being somewhat better than in September, though in Western Canada a scarcity was still complained of. In British Columbia, the scarcity was given as the cause for deferring the letting of some important contracts.

An important incident of the month was the turning of the first sod by the Honourable the Minister of Railways and Canals for the building of the substructure of the bridge over the Saskatchewan river at Pas Mission, being the first step in the construction of the proposed Hudson Bay Railway.

Another important work begun during September was that of improving the grade between Mimico and Toronto, by the Grand Trunk Railway Company, at an estimated cost of $2,000,000.

Final preparations were also made by the Canadian Northern Railway Company for the calling of tenders for a line of railway between Chilliwack and Lytton, B.C., and between Victoria and Barclay Sound, Vancouver Island.

The operation of the National Transcontinental Railway between Winnipeg and Lake Superior junction will be begun at an early date.

As the season is advanced, only temporary buildings will be erected to replace those burnt at Campbellton, N.B., with the exception of the locomotive house.

*A special article on the annual convention of the Canadian Manufacturers' Association appears elsewhere in the present issue.

‡See also the report of the Sault Ste. Marie, correspondent.

General Transport.

For transportation employés of all classes the month was very active. Freight and passenger traffic were very heavy, both by water and rail, in anticipation of the close of navigation.

Railway earnings on the Canadian Pacific, Canadian Northern and Grand Trunk Railways, according to the latest returns, showed a considerable increase, as compared with last year.

The twenty-ninth annual report of the Canadian Pacific Railway Company was presented to the shareholders during September. For the year ending June 30, 1910, the following results are shown:

Gross earnings	$94,989,490
Working expenses	61,149,534
Net earnings	$33,839,955
Steamship earnings	909,235
Interest on securities	2,426,477
	$37,175,668
Fixed charges	9,916,940
Balance	$27,258,728

Out of this latter sum provision was made for steamship replacement, the pension fund, dividends, &c., and $13,896,615 was carried forward to the supplus fund. The working expenses for the year amounted to 64.38 per cent. of the gross earnings, and in the net earnings to 35.62 per cent. as compared with 69.92 per cent. and 30.08 respectively in 1909. Sales of agricultural land during the year amounted to 975,303 acres for $14,468,564 being an average of $14.84 per acre. Irrigated land brought $26.59 per acre, so that the average price of the balance was $12.78. The Company will spend during the next three years $8,500,000 to provide water over the eastern section of the irrigation block. The tons of freight carried during the year rose from 16,549,616 to 20,551,368.

Traffic on the Great Lakes and canals, and trans-oceanic traffic at Montreal, were heavy. Winter sailings were announced by several of the companies during September. Revenue returns of the Port of Montreal, show a gain of $31,350 up to September 1, 1910.

A summary of the traffic on the Sault Ste. Marie canals, for the month of August, 1910, is as follows:—

	U.S. Canal.	Can. Canal.	Total.
Vessel Passages No...	2,116	1,045	3,161
Reg'st'rd Tonnage Net	4,433,837	3,251,851	7,685,688
Freight—			
East Bound, Net tons	2,660,345	4,759,443	7,419,788
West Bound, Net tons	1,686,236	638,532	2,324,768
Total Freight, Net tons	4,346,581	5,397,975	9,744,556

Street railway traffic has shown an increase in nearly all Canadian cities. Earnings of the Toronto Street Railway Company during August were the largest in the history of the Compnay, totalling $386,805, an increase of $43,247, compared with that of August, 1909. A subcommittee was appointed by the Toronto City Council to consider the proposal to municipalize the railway company's lines and equipment.

The Board of Railway Commissioners have requested a return from the various railway companies showing the highway crossings on which electric bells are located, and the number of level crossings with other railway lines. Particulars of all overhead bridges, snowsheds, &c., not of statutory height have also been requested.

The twenty-first annual report of the Intercolonial and Prince Edward Island Railway Employés Relief and Insurance Association has been issued to the members. The death claims paid during the year ended June 30, 1910, number fifty-eight, and the total amount paid out was $24,750.

The Trades.

Building.—With the advance of the building season, conditons became exceedingly active. From nearly every point reports show an increase in the number of men employed, as compared with August. Notwithstanding the lateness of the season, many new building contracts were begun, and the outlook is for extreme outside activity as long as the weather permits, a good winter on interior work and a considerable amount of work on the opening of spring.

Metal and woodworking.—Most branches of the metal and woodworking trades had an active month, especially those engaged on structural material.

Printing.—Reports generally were of steady employment for the allied trades.

Clothing.—Journeymen tailors were more active than in August from seasonal causes. Garment workers and boot and shoe workers had an active month.

Textile.—Steady employment was the rule in textile establishments.

Leather.—Tanners, curriers and leather workers had a good month.

Food and tobacco preparation.—The volume of trade was well maintained. Bakers were active; the trend of the flour market was upward. Cigar makers and tobacco workers were well employed. Confectioners' establishments were very busy.

Miscellaneous.—Retail clerks and laundry workers were active in the large centres. The season for theatre employés opened. Domestic servants were in very keen demand.

Unskilled labour.—For this class, the month was very active, and additional men could have found employment in several localities. Work on railway construction, civic improvements and building was being pushed as vigorously as possible, and in only a few localities was the supply of help greater than the demand.

Canadian Trade and Revenue.

Foreign trade.—During August, 1910, the total value of imports entered for consumption in the Dominion of Canada, was $38,691,965, compared with $30,605,350 in August, 1909. For the first five months of the present fiscal year ending August 31, 1910, the total value of imports entered for consumption was $184,602,965, compared with $142,753,993 in the corresponding period of the last fiscal year. The total value of domestic exports during August, 1910, was $22,461,918, compared with $23,537,330 in August, 1909. The total value of domestic exports during the five months ending August, 1910, was $103,414,496, as against $96,935,925 in the corresponding months of last year. During August, 1910, there were increases in exports of the mine and manufactures, and decreases in exports of the fisheries, the forest, animals and their produce and agriculture. The grand total of Canadian trade for August, 1910, was $63,187,521, compared with $55,869,031 in August, 1909, and for the five months ending August 31, 1910. $295,817,781, as against $247,788,335 in the corresponding months of 1909.

According to reports of Canadian Trade Commissioners received at the Department of Trade and Commerce, Canada, the total imports and exports in 1909 between Canada and China, exclusive of Hong Kong, amounted to $1,763,572, or an increase over 1907, of $542,346, and over 1908, of $196,373. The total trade of Canada-China for 1909 amounted to about $2,500,000. A decrease of imports of flour to China was reported. Canadian condensed milk is in favour, and there is a large market for it. A good market for canned goods also exists. Canadian butter packed in oil paper found a good market. Canadian potatoes shipped from Vancouver had a ready sale. A permanent resident representing Canadian wholesale houses in the City of Mexico is strongly urged.

Imperial trade.—In Great Britain and the different Dominions of the Empire, openings for Canadian products were reported as follows: For Canadian hay and oats in Great Britain. The first cargo of Canadian ore, 5,600 tons, arrived at Ardrossan, Scotland, in September. This is an experiment which will be keenly watched. It is anticipated that there will be a heavy demand for Canadian turkeys at Christmas. Openings were reported for Canadian broken glass and honey in the markets of the United Kingdom. A heavy Canadian trade is looked for in Australia. Canada has practically obtained control of the canned salmon trade of the Commonwealth. An increase in the imports of Canadian preserved fish was reported in South Africa. In Trinidad the imports of Canadian oats for the year ended December 31, 1909, nearly doubled those of last year. Openings in this island for Canadian crackers, biscuits, cheese, fresh fruits, vegetables, stock feed, condensed milk and candles were reported.

An International Town Planning Conference is to be held in London, Eng., in the second week of October, under the patronage of His Majesty the King. It is desired that Canada be adequately represented at this conference.

The Department of Trade and Commerce estimates that, with reasonable allowance for the coming winter months, it would appear that nothing will prevent the total trade of Canada for the current fiscal year ending March 31 next, from

being well above $800,000,000. The total trade for the fiscal year ended March 31, 1910, was $693,161,865. Every indication points to the fact that the trade of the current fiscal year will not only be the greatest in the history of Canada, but will be very much more than double the total trade of Canada only ten years ago.

Domestic trade.—General trade conditions have not varied greatly during the past month; the movement of merchandize in most lines has been fair, with prices firm. Remittances came in well, though in some districts collections were disappointing. The demand for seasonable spring merchandize has been brisk. In dry-goods, the turn-over has been satisfactory, fall trade opening up somewhat earlier than usual. The grocery and hardware trades have been good. Large shipments of heavy goods were made.

The August bank statement indicates continued commercial expansion on a sound basis. Loans were increased by $5,000,000, and circulation by $2,500,000. At the same time, an addition to reserve and assets was made. There was a withdrawal of funds from abroad for home purposes during August. As indicating the expansion of Canadian banking in recent years, it is pointed out that the Bank of Montreal alone transacts ten per cent. more business to-day than that done by all the banks in Canada put together twenty years ago.

Notes.

The annual convention of the Associated Canadian Clubs was held at Toronto.

The third convention of the Canadian Pharmaceutical Association was held at Halifax, N.S.

The Maritime Funeral Contractors' Association held its annual session at St. John, N.B.

Mr. Raoul Bolté has been appointed Municipal Fair Wages Officer for the City of Montreal.

The Report of the Royal Commission to inquire into trade relations between Canada and the West Indies has been issued.

The Retail Lumbermen's Association of Ontario was organized at Toronto at a convention at which about 200 retailers were present.

An organization called the Canadian Credit Men's Association, for the purpose of improving existing credit methods through the co-operation of individuals engaged in extending credit, was organized at Winnipeg.

Hereafter Chinese who leave Canada to visit their homeland and who are exempt from the head tax, if they return within a year, must be photographed for purposes of identification. A new instruction to this effect was issued during September.

At the fifteenth annual convention of the Master Plumbers' Association of Canada, held at Toronto, a resolution urging the necessity of legislation to secure the examination of plumbers as to their fitness as workmen and as master plumbers, passed.

An important seizure of opium was made at Nelson, B.C., and a fine of $200 imposed. At Saskatoon, Sask., also a seizure of opium was made and a fine of $100 levied. The meeting of the International Opium Conference at the Hague, Holland, which had been suggested for the present year, has been postponed for one year.

The Magog, Que., Co-operative Society during the past four months' operations reports an increase from $277 to $634 in fortnightly sales. The Society started with eighty-eight members and has now 162. A dividend of five and one-half per cent. was declared.

A statement issued by the Board of Trade of Winnipeg, Man., would indicate that that city is now the largest wheat market on the continent. The number of bushels handled this year is placed at 88,269,330. The City of Minneapolis, which stands next, is estimated to handle 81,111,410 bushels.

Further conferences took place during September between the Chairman of the United States Commerce Commission and the Chairman of the Railway Commissioners of Canada, with respect to the international regulation of railroads. An international tribunal, to have authority

over freight rates and telegraph, telephone and express traffic, as well as over railroad and steamboat traffic, was suggested.

An important conference was held in Ottawa, Ont., under the auspices of the Department of Mines, Canada, for the purpose of discussing the recommendations of Captain A. P. Desborough, an expert employé of the British Government, engaged by the Canadian Government to report on the subject of the proposed legislation to ensure greater safety in the handling of explosives in Canada. The conference was attended by representatives of several Provincial Governments and of private firms interested in the manufacture and sale of explosives. Captain Desborough presented a summary and review of his recommendations. It was decided to hold another conference shortly, and, in the meanwhile, to have copies of the recommendations distributed among those interested. Among the recommendations was one suggesting the establishment of a testing station at Ottawa, and the inauguration of a licensing system for manufacture under Federal inspection and control.

The tenth annual convention of the Union of Canadian Municipalities was held at Toronto, Ont., August 31 and September 1–2. Papers were read on municipal accounting, the Ontario Hydro-Electric Power Commission, town planning and embellishment, level crossings, automobile legislation, &c. Mr. J. A. Chisholm, Mayor of Halifax, N.S., was elected president and Mr. W. D. Lighthall, K.C., Montreal, secretary-treasurer.

At a special meeting of the Vancouver, B.C., Board of Trade it was resolved to form a transportation bureau, to embrace the members of Boards of Trade in other cities of British Columbia should they wish to join. It was also decided to appoint a traffic officer. The resolutions passed by the Board were as follows:

"Whereas it has been decided that a transportation bureau should be formed in connection with this Board, the duties of the Board to be as follows:—

"(a)—To conserve Vancouver's and British Columbia's interests in freight matters, import, export and domestic.

"(b)—To be represented at meetings of the Railway Commission, when thought advisable by the freight rates' Committee.

"(c)—To facilitate adjustments through overcharges, delays, loss or damage to goods, demurrage, classifications, etc., etc.

"(d)—Generally to advise members as to their rights under the Railway act:

"Be it resolved;

"(1)—That the Bureau be a department of the Board of Trade.

"(2)—That its members must be members, in good standing of a Board of Trade of British Columbia;

"(3)—That the Bureau be self-supporting so far as possible;

"(4)—That the bureau dues for membership be between $25 and $50 per annum, payable half yearly in advance, and that in the first year, owing to inauguration expenses and our important case before the Railway Commmission, the higher fee be charged.

"(5)—That the engagement of a traffic officer and other bureau arrangements be left in the hands of the freight rates' committee."

The twenty-eighth quarterly meeting of the Valleyfield, Que., Co-operative Association, held September 7, showed sales of $8,616, an increase of $158. Net profits were $435. The Sydney Mines, N.S., Co-operative Association's average weekly sales were $2,239 during the past quarter. The increase in the quarter's business over the same period of last year was $10,042.

A branch of the National Industrial Peace Association was formed at Vancouver, B.C. Officers were elected as follows: President, Charles Woodward; Vice-presidents, Rev. W. H. Fraser and R. P. McLennan; Secretary, S. M. Eveleigh; Treasurer, W. I. McMillan; Executive Committee, Rev. W. H. Fraser, Chairman, and Messrs. W. J. McMillan, S. M. Eveleigh, J. J. Dissette and F. K. Dunlop. The following names were added as directors of the association:—Messrs. G. E. Trorey, Johnson, D. A. Smith, F. G. Proctor, Theodore Knight, W. M. Standevan, Wm. Godfrey, T. A. Fee, Allen Girard and John Rummell.

II. REPORTS OF LOCAL CORRESPONDENTS.

DURING September, 1910, Mr. A. B. Jones, Saskatoon, Sask., has been appointed correspondent of the *Labour Gazette* for Saskatoon, Sask., and district. Mr. John Chrow, Victoria, B.C., was appointed correspondent for Victoria, B.C., and district in the room of Mr. W. E. Ditchbourne, resigned.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was very active during the month, and workingmen in all trades were well employed. The collieries and steel plants continued active, and large outputs were obtained in both of these industries. Railways and tramways were very busy and shipping continued heavy. Factories and foundries and the building trades all shared alike in the business activity.

The Sydney Steel Works was active in every department while construction work was rapidly rushed forward, and plans laid down for the erection of seven other large buildings. The Steel Company contemplates the erection of a large general office further from the centre of their plant. The Sydney Steel Works are very extensive, and cover a large track of ground; with the additions and improvements now being added and contemplated the plant will soon be the second largest of its kind on the American Continent.

The Steel Works at Sydney Mines continued active, and good outputs were obtained.

The Dominion Collieries were very busy, and the large outputs of the preceding months were maintained. Much more coal was shipped, however, during September, as the steam shovels were kept going at the coal heaps, and much coal was filled away. The Sydney Mines' Collieries were very active, the demand for this coal being keen. It is expected that work at the Collieries will be very good during the last three months of the year, although from some quarters, it is reported that trade may be slack.

Inverness Colliery worked steadily, and had good outputs.

Port Hood Colliery was not so busy as the others, and it is stated that winter prospects are not bright.

Work on the Little Bras'Dor extension of the Intercolonial Railway, progressed well during the month.

The building trades were active, and will continue active during the fall season.

Transportation by water was fairly heavy, while rail freights were up to the usual of the summer months. The passenger traffic of the Intercolonial Railway was heavy during the whole summer and as a result the two passenger trains, running daily from Sydney to Halifax, will be continued throughout the winter. The wholesale trade was normal, while the retail trades strengthened up material during the month.

The Grand Council of the Provincial Workmen's Association met in Halifax in the early part of the month. The Association was reported financially and numerically strong. Over sixty delegates were in attendance. A resolution was passed asking the Federal Government to establish a testing station for explosives at Ottawa, the Technical College of Halifax to do the testing of mine explosives for Nova Scotia. Many other matters of importance were discussed. The Association sent fourteen delegates to the Convention of the Canadian Federation of Labour which opened in Montreal, on the 13th of the month.

Apart from the Town of Springhill there is no labour unrest in these districts. There is abundance of labour around the collieries with the exception of Port Hood.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The season was a fairly good one for farmers, crops of all kinds being above the average. The grain crop was well gathered. Potatoes are above the average yield and of good quality, the dry weather favouring them very much.

Fishing.—The fisheries continued to give but little better results than were obtained in the early part of the season.

Skilled and unskilled labour was well employed.

WESTVILLE, N.S., AND DISTRICT.

Mr. T. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions in this district were generally satisfactory, the outputs from the different collieries being about equal to the corresponding month of last year. Great activity was reported in the various industries, ready employment being available for all in the building trades, and there being a demand for men in some of the collieries. The Allen shaft advertised for rock miners and helpers and the Acadian Coal Company increased the working staff in its mines.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work has been very brisk in this industry, garnering a bountiful crop, and help was in demand in many instances. The root crop promises a good return. The Harvest Excursions, though late in being advertised this season, took away a number of young men as usual and the further draft on this class caused by the mobilizing of the militia at about the same time, also engaged a large number, curtailing the supply for the time being.

Lumbering.—Quiet conditions prevailed in this industry, the hauling of pit timber being the chief occupation.

Manufacturing.—All branches were fully employed, the Trenton Steel Works reporting very brisk conditions.

Mining.—Mining operations were being briskly carried on, full time being worked, and in some instances the supply of labour being much less than the demand.

CONDITION OF PARTICULAR TRADES.

The building trades had a good month. Horseshoers were quiet, but the other metal trades were busy. Printers had a fair month. Boot and shoe workers had a good month; the other clothing trades were quiet. The food and tobacco preparation trades reported satisfactory conditions. Delivery, hotel and restaurant employés were active; laundry workers and barbers had a good month. Railway employés were well employed. Business was good with ship labourers, street railway employés, cab drivers, draymen, teamsters and expressmen. The supply of unskilled labour was not equal to the demand.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market for September continued dull. There are several repairing contracts, as well as old ones in progress, and the erection of new residences, offices, &c., but this does not contribute sufficient to industrial activity to place it on a par with the corresponding period of the last few years. The principal contract now in progress is the new Young Men's Christian Association building, which is to cost $125,000. A $3,000 and $7,000 dwelling, and new offices, to cost $6,000, are the next of consequence. The other works are of minor importance.

Along the waterfront work is quiet, but should be active in October, and the succeeding months. Besides the Allan and Canadian Pacific Railway steamers which make their callings in winter, the White Star Dominion Line, the Uranium Steamship Line from Rotterdam, and other steamers will probably make this city their port of call.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Much activity has prevailed in crop gathering during the past month. Wholesale prices in the local market towards end of month were:

Eggs 20 to 21 cents a dozen.
Butter, 21 to 23 cents a pound.
Potatoes, 75 cents a bag.
Apples, $1 a bag.
Plums, 65 cents a pail.
Wheat, 90 cents a bushel.
Oats, new, 32 cents a bushel.
Oats, old, 35 cents a bushel.
Barley, 40 to 45 cents a bushel.
Peas, 70 to 75 cents a bushel.
Flour, $2.80 a cwt.

Fishing.—Local fishermen have made but small catches, particularly of mackerel. Near the end of the month indications were favourable, but they only came in small quantities, and unless they again return the revenue of our fishermen will be greatly lessened. Those caught, retailed at 25 cents, each. There were considerable importations of pickled and dry salted fish to the local market, including mackerel from Ireland and salmon from Newfoundland.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, plasterers and painters had a quiet month. Plumbers and gasfitters improved slightly over August. Stonecutters and builders' labourers were dull. Electrical workers had a fair month. Boilermakers were dull. Horseshoers and blacksmiths were better employed than last month. Other lines were normal. Printers, pressmen and bookbinders had a fair month. Tailors were dull. Bakers, confectioners, butchers, had a good month. Barbers were busy. Railway men generally were well employed, considering the season. Ship labourers were quiet, as were unskilled labourers.

AMHERST, N.S., AND DISTRICT.

Mr. A. D. Ross. correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of September has witnessed a pronounced revival in the industrial market in this vicinity.

The Amherst Boot & Shoe Company, one of the largest industries in the town, started the erection of a large four-storey building as an addition to plant, and expects to have it finished and ready for occupancy by the first of the year. This will mean the employment of a large number of additional hands, and the manufacture of various lines of boots and shoes not made in Amherst.

The Amherst Malleable Company also began the construction of a new ell to its already extensive premises. The new building will be over 300 feet long, and will give employment to probably 150 men, the majority of whom will be skilled mechanics. In addition to this, the Canadian Car & Foundry Company built a large warehouse for the accommodation of its local trade. All the industries report business prospects for the winter, good.

There has been a steady demand for labour. The fire in Campbellton has drawn many carpenters and stonemasons to that town, creating a scarcity of this class of workmen in this immediate vicinity.

Both wholesale and retail trades report a steady improvement and times better than at any other period for the past three years.

Springhill continues the dark spot on the industrial map of this county. The strike still continues. The mines are now being operated, and the output of coal is slowly, but steadily, being increased.

The Maritime Coal Railway & Power Company closed its mine at Chignecto on account of scarcity of orders. Their mines at the Joggins are operating steadily and the manager claims that all the orders can be filled from the Joggins' Colliery. There was, however, some discussion between the men and management regarding the new schedule of wages, and it is thought that when this is satisfactorily arranged, work will be resumed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Crops all over the county are reported good, and farmers are very hopeful. The prices for market produce

continue high with a great demand. The chief difficulty experienced during the summer has been the scarcity of agricultural labour. Outside of the fruit crop, which does not play very much part in this section of Nova Scotia, the crops are very heavy.

Fishing.—At this season of the year, there is but little fishing in Cumberland county. The oyster season opened this month, but unfortunately the oyster beds of this county have been so depleted in former years that they yield but a scant return for the labour put upon them.

Lumbering.—The lumber market has been decidedly dull. There has been a slump in prices, but those engaged in the trade declare that it is only temporary and preparations are now being actively made for the winter's work. It is feared that there will be a scarcity of labour in this section as experienced lumber men are now in demand in Northern New Brunswick and large numbers are leaving Cumberland to seek employment in the vicinity of Campbellton.

Manufacture.—Manufacturing has been very active during the past month.

Mining.—The Chignecto Mines, a colliery operated by the Maritime Coal Railway & Power Company, are shut down during this month. Work is very active at the Joggins' Colliery. More men are being employed there than for many years and work much steadier. The Empire Coal Mine, which has been out of business for some years was taken over by a new company during the month of September and the stock is now being placed on the market; when a certain amount of this stock is sold, active operations will be begun. The Eastern Coal Company with headquarters at Maccan, have had an unfortunate experience. For the past three years, they have been endeavouring to locate the main seam of coal, but many "faults" have been found, and one seam after another has been abandoned. The Company has now a number of men boring to locate the seam.

CONDITION OF PARTICULAR TRADES.

There has been a great demand for bricklayers and masons during the present month. Carpenters and joiners are also reported scarce. The demand for stonecutters has been very active. In the metal and engineering trades, iron moulders have been well employed during the month. Machinists and engineers have had steady work. Electrical workers and line men have also been busy. Boilermakers have been employed steadily for the month, many of them having to work nightwork. In general woodworkers have been well employed, but upholsterers report work dull. Carbuilders have had steady work all through September and pattern workers have also been well employed. In the printing trades, work has been rather slack but this is usual during the holiday season and a revival of such work is expected early. The journeymen tailors and garment makers have been active. Bakers and confectioners report a steady month, and ice-cutters and drivers were kept exceptionally busy. Trunk and bag makers also report a busy month with labour scarce. Clerks and stenographers have been fairly well employed. Unskilled labour has been well employed all during the month. There has been a remarkable revival of work along many lines giving employment to all classes of unskilled labour.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during September differed very little from that of August. The supply was slightly in excess of the demand, and the situation was similar to that of 1909. Good progress was made with a number of buildings in the city, the principal being the new Heartz Memorial Hall and a new Methodist Parsonage. The holding of the Exhibition during the latter part of the month made trade brisk for several days for merchants and hotel keepers. The harvest was practically gathered in at the close of the month, and the crop, which was an ex-

ceedingly good one, saved in good condition.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The month on the whole was favourable for harvesting. This year, the number of young men going west on the harvest excursion was only twenty-five per cent. of the number which left last year.

Fishing.—With the exception of cod-fishing, operations in this line were quiet during the month. The oyster season opened the middle of the month and some fair catches have been made.

Manufacturers. — The few factories were carried on under normal conditions; supply and demand being well balanced.

Railway construction and employment.—Good progress was made at the Elmira Branch, the principal work under construction this year.

The building, metal and other skilled trades were active, with unskilled labour in excess of the demand.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during September have been about on par with those of August. Building trades continue fairly active. Sixty-four building permits have so far been issued, totalling a valuation of $68,000. Of these, twenty-four are for cottages and tenements, the remainder being for warehouses, outbuildings and remodelling. In the various suburbs, about thirty buildings are in course of construction. The Massey Harris Company is erecting a large two-storey warehouse with concrete basement to cost $8,000. Work upon the public wharf extension is well advanced. Twenty men are employed upon it, and wages paid are $1.50 to $1.75 per diem for ordinary labourers, and $2.00 to $2.50 for mechanics and carpenters. Civic work on water and sewer extensions, street macadamizing and permanent sidewalks still employ a large number of labourers. The Moncton schools now under the Compulsory Education Act employ a teaching staff of forty-three. The total enrollment to date is 2,086 and the number of new permits issued 401. Retail trade is average and wholesale trade good. No change in hours of labour were noted and harmony between employers and employés prevails.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been very active harvesting grain and marsh hay, the yield being excellent and harvesting conditions good. Potato digging has just commenced with the yield fair and the demand so far moderate. The supply of beef cattle and lambs is reported limited. Pork is 10 cents, per pound, per carcass. Fruit of all kinds is scarce.

Manufacturing. — Active conditions prevailed in all local manufacturing concerns and machine shops.

Mining.—Development of areas by Maritime Oilfields Company continued. Well No. 12 is drilled to a depth of 1,925 feet and a large flow of gas struck with considerable oil.

Railway construction and employment. —The estimate of the National Transcontinental Railway for the six sections in New Brunswick for the month of August was $322,439. Connections with the Intercolonial Railway at Moncton were made September 8th. About 160 miles of track westward from here is now laid and ballasted with the exception of a fill near Chipman. Other railway employment is limited to general repairs and track work preparatory to winter, upon the Intercolonial Railway, and considerable extra help is being used.

CONDITION OF PARTICULAR TRADES.

Building trades. — Bricklayers were quiet, with masons and carpenters busy. Painters and decorators active. Plumbers and stone cutters busy and builders' labourers in fair demand. Iron moulders, workers and helpers, machinists, engineers, electrical workers and boiler makers were active and blacksmiths and

horseshoers busy. Woodworkers were busy, also upholsterers and carmen. Carriage and wagon makers were quiet. Coopers and shingle weavers are slackening off. Printers, pressmen and bookbinders were busy, and journeymen tailors, garment workers, milliners, bakers and butchers active. Tanners and curriers were quiet, but leather workers were busy. Barbers were active, clerks and stenographers steady with limited demand. Hotel, restaurant and theatre employés were active and laundry workers busy. Exceptionally heavy passenger traffic and average conditions in freight lines made a demand for railway crews good. Trackmen and freight handlers were active, also carters and express men. Among unskilled labourers, supply and demand were fairly well balanced. Average wages are $1.50 per day, and there are no unemployed.

DISTRICT NOTES.

Sussex.—Work upon the Sussex Institute and opera house is well advanced. The new Mercantile Company has erected a large business block now ready for occupation. Several dwelling houses are in process of erection.

ST. JOHN, N.B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour remained about the same during September as in August, but the supply seemed to equal the demand. The St. John Street Railway Company has purchased a property on Wentworth Street, adjoining the present holdings of the Company, and intends to erect a large car barn thereon, giving accommodation for about twenty-five cars. Messrs. Macauley Brothers & Company have opened a new store. The Empire Coal Company, whose coal areas are situated near Maccan, has secured a year's contract from the Intercolonial Railway for 100 tons of coal per day. Announcement has been made that the Eastern Securities Company, Limited, have succeeded the firm of Messrs. W. F. Mahon & Company, investment bankers. The Bennaiack Printing Company, Montreal, which recently acquired control of the Maritime Lithograph Company, have moved the plant from this city to Montreal. They will continue an office here, and L. D. Clarke will be the manager. The *New Star,* a daily evening paper, suspended publication on September 20, throwing ten men out of employment. The D'Israeli Asbestos Company was placed in liquidation on an order issued out of the Supreme Court, King's Bench division. The Hassam Paving Company completed its contract on Main Street on the 9th September. It has also completed the retaining wall on Mill Street, and the paving on Water Street. Shipping men are making arrangements for the winter trade, and the Allan Line has announced the following sailings:

Steamers from—	*Liverpool,*	*St. John,*	*Halifax.*
Virginian	Nov. 11	Nov. 25	Nov. 26
Tunisian	Nov. 17	Dec. 3	.....
Victorian	Nov. 25	Dec. 9	Dec. 10
Grampian	Dec. 1	Dec. 15	.....
Hesperian	Dec. 9	Dec. 23	Dec. 24

Bank clearings for the four weeks ending September 22 were $5,754,816, and for the corresponding period last year $5,653,886, being $100,930 greater in 1910 than 1909, and $523,864 less than during the four weeks ending August 25 of the current year. Messrs. Edward Partington, Glossop, England, Thos. McAvity, Geo. S. Fisher, Joseph R. Clarkson, Harry W. Schofield and A. H. Hanington, St. John, are asking for incorporation as the Edward Partington Pulp & Paper Company, Limited, with a capital of $950,000 in $100 shares. The Company is to take over and manage the Partington pulp mill and Cuching lumber mill. Among the objects stated are these:

"To carry on and conduct the business of machinists and foundrymen, and to cast, make, manufacture and construct all and any implements, machines, tools and appliances of every kind in brass, iron, copper, steel or other metals, and to buy, sell, and deal in machines, machinery, implements and tools and all articles manufactured from iron, brass, steel, copper or other metals or the products thereof.

"To carry on a general mercantile business.

"To manufacture or generate electricity for the purpose of electric light, power or heat, and to sell and supply and distribute the same to others upon such terms as the said Company may deem expedient."

The wholesale and retail dealers report business away ahead of any previous years during the exhibition opening. The Maritime Funeral Directors' Association held a two days' Session in St. John, opening on September 5. On September 2, fire broke out in S. H. Seely's stables, which were completely destroyed, several valuable horses being burned. The fire then spread to a four family tenement, thence to a large building adjoining, occupied by the Maritime Rug Works, thence to William Kearns' carriage factory. Several other buildings took fire, but were only slightly damaged.

CONDITION OF LOCAL INDUSTRIES.

Railway construction.—Field work on the St. John River Valley Railway Survey will be completed within a short time, and the work of preparing estimates of the cost in accordance with the Act passed by the legislature at its last session will then be commenced.

CONDITION OF PARTICULAR TRADES.

Skilled tradesmen were generally active and unskilled labour well employed.

DISTRICT NOTES.

Fredericton.—The John Palmer Company, tanners and manufacturers of larrigans, has been re-organized. The capital stock will be increased from $75,000 to $125,000. Montreal and New York capitalists are being interested. The City Council has decided against granting a loan of $10,000, but have agreed to pay interest for ten years on a loan of $10,000 to the Company in addition to giving them exemption from taxation, free site, and free water for the same period.

St. George.—Owing to the St. George Pulp Company making repairs to the dam and sluiceway, the granite factories were idle for a time, only hand work being done.

Blackville.—The Gibson Company has closed down its mill at Blackville for the season. The season's output from Blackville mill was about three million feet, somewhat smaller than usual. There is still about a month's more work at the Company's mill at Marysville, where it is believed that the output this year will be about eighteen million feet, making the Company's total output for the two mills about twenty-one million feet. Men who have been employed at Blackville mill find their services in demand, as there is a shortage of help for the woods and lumber operators are scouring the country for men.

NEWCASTLE, N.B., AND DISTRICT.

Mr. James Falconer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During August the labour market was never more active. All classes have been well employed. In fact, men are rather scarce at present; some of the saw mills being short of help. Contractors are having fine weather for finishing outside work, and there is considerable building going on at present. The repairs on the Baptist church are well under way. The extract factory, which was closed down for a while, is running again, day and night. The pulp and paper mill is to be enlarged to about double its present capacity.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have about finished harvesting; the weather has been ideal. There has been no rain to speak of all September. Most of the farmers are now busy threshing. The oat crop is the best for several years; wheat is not so good. The weather is so dry and the ground so hard that very little ploughing can be done. It is too dry for the turnip crop, and for pasture.

Lumbering is brisk this fall. There are already more men than usual in the woods and the cut will likely be large, as the price of sawn lumber is high.

Railway construction.—Morrison & Clark, the contractors for changing the road from Nelson to Chatham, have quite a number of men at work, and are making good progress; they are still looking for more men.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons and carpenters are all busy. The demand for mechanics is greater than the supply and will continue for at least one month. Plumbers are also busy. Blacksmiths are busy preparing lumbermen for the winter, horseshoeing and making and repairing sleds. Carriage and wagon makers have had an unusually good summer, and are now very busy repairing and getting wagons ready for portage work.

QUEBEC, QUE., AND DISTRICT.

Messrs. P. J. Jobin and E. Little, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of September has been much more active than the month previous in all kinds of outdoor work. An accident to the caisson of the Quebec Bridge threw out of employment a number of labourers; these are of a special class, workers in compressed air. The mishap, however, made more work for another class charged with repairing and refloating the caisson. The Commissioners on Technical Education had a two-days' sitting in the district. The contract for the construction of the wing to be added to the Parliament Buildings in Quebec was awarded to Mr. Joseph Gosselin, Sr., of Levis, at the sum of $329,000. The extension, which will be started this fall, will when open, be occupied by the library, museum, public instruction department and the quarters of His Honour the Lieutenant-Governor.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had a busy month harvesting. With the exception of a slight frost towards the middle of the month, which caused very little damage, weather conditions have been excellent. Root and grain crops are heavy.

Lumbering.—The large saw mills have continued running and some of them do not expect to finish their cut until the frost prevents operations.

Railway construction.—The new branch of the electric road from Maple Avenue to Sillery is nearly completed, rails having been laid and cars run over it. The ballasting of the track, however, has not yet been finished, but will be shortly. The new line will be between 4 and 5 miles in length, and will be known as the Quebec County Railway.

CONDITION OF PARTICULAR TRADES.

Lathers and plasterers were quiet, but the other building trades were busy. Electrical workers, linemen and horseshoers were quiet; the other metal trades were from busy to active. Busy conditions were reported in the printing trades. Journeymen tailors and garment workers were busy, but glove makers were quiet, and boot and shoe workers dull. Hotel, restaurant, theatre and laundry workers were active. Delivery employés and furriers were dull. Railway employés, steamboat employés and street railway employés were busy. Cab drivers, carters, hackmen and draymen were active, but freight handlers and teamsters were quiet. Ship labourers reported dullness, while longshoremen were active. The supply of unskilled labour was equal to the demand.

DISTRICT NOTES.

Beauport.—By a vote of seventy-four to sixteen, the people of Beauport, on September 21, approved the municipal by-law relative to the establishment there of the factory of the Canadian Cotton and Silk Manufacturing Company.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Considering the advanced season of the year September was a good month

The corporation has begun the paving of streets in the business district. The harbour has been busy, coal and sulphur steamers coming in and steamers going out with lumber. Wholesale and retail stores report a fair month. There have been no changes in rates of wages and hours of labour. The best of understanding prevail between employers and employés.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting and report an extra good grain crop. Pastures are in excellent condition.

Fishing.—Fishing was rather quiet.

Lumbering.—Lumbering was very active. All mills running full time.

Manufacturing. — Factories were all busy.

Mining and railway construction were dull.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, capenters and joiners, lathers and plasterers and all other branches of the building trade were fairly active. Iron moulders, iron workers and helpers, coremakers, machinists and engineers, steam engineers, electrical workers, linemen, metal polishers, buffers, platers and brass workers, blacksmiths, bicycle workers, horseshoers, were very busy, but jewellers were rather quiet. In the woodworking and furnishing trades all branches were active. Printers, pressmen, electrotypers, and bookbinders were fairly active. Journeymen tailors, garment workers, glove makers, and boot and shoe workers were very busy. Bakers and confectioners were very busy. Butchers and meat cutters and ice drivers were rather quiet, but cigar makers and tobacco workers were very busy. Leather trades remain quiet. Barbers were busy, stenographers, also clerks, delivery employés, furriers, hotel, restaurant and theatre employés were fairly active and laundry workers had plenty to do. Transportation companies report the month of September as one of the best of the year. The demand for unskilled labour was fairly good, and the supply equal.

DISTRICT NOTES.

The Union Bag & Paper Company has started the foundations for a pulp and paper mill at the Cape de la Madeleine, a few miles from this city, on the St. Lawrence river.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour has been very well employed during September, and the demand has been much greater than is generally the case at this season; the supply was not equal; this applies more particularly to unskilled labour; in the various industries where skilled labour is employed there was no scarcity of work.

In the work now going on for the Sherbrooke Power and Railway Company many men are employed, while the Jenckes Company who have the contract for the iron work and flume has been kept busy. In addition the contractors for the extension of the rail system have large gangs of men at work. Sherbrooke never before had such a demand for labour as existed in September until the winter sets in. The City of Sherbrooke too, has a large force at work on the new reservoir which is being installed to give a better water service both for fire and domestic use. The several machine shops and factories are running to their full capactiy. Wholesale and retail traders had a good month. There has been no change in the rate of wages and hours.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have harvested a good crop of grain and roots. Work on fall ploughing has now begun. Taken as a whole the farmers in this section have had the best crops in many years.

Lumbering.—Lumbermen are sending out advance parties to the different timber limits. Pulpwood is beginning to move, and it is expected that an average cut will be made during the coming winter. With so much construction work in the city, it is somewhat difficult to get all the men required in the woods just yet.

Manufacturing.—The different manufacturing plants are fully employed and running to the limit.

Mining.—The mining industry is fully employed and in connection with some of the large mining concerns the difficulty is to get sufficient help.

Railway construction.—A large force of men are engaged in the extension of the street railway in this city.

CONDITION OF PARTICULAR TRADES.

The building trade was busy, both in the city and district. At East Angus the Brompton Pulp & Paper Company is erecting several large buildings which give employment to a large force of bricklayers and helpers. At the present time this Company is spending $200,000 on improvement. Machinists, moulders and iron workers were busy during the month. Linemen, blacksmiths, horseshoers and jewellery works were busy. The woodworking shops, as a result of the building now going on, were kept busy. The printing trade was busy, and will be so for some time. Journeymen tailors, garment workers and glove makers were busy. Bakers and confectioners had an active month, while cigar makers were busy. The various miscellaneous trades were busy. Those connected with transport were busy. Unskilled labour was much in demand.

DISTRICT NOTES.

Bromptonville.—The Pearl Shirt Waist Manufacturing Company here is running again, having been reorganized with a capital of $18,000. Of this $8,000 bonus was given by the town, and $10,000 by the Company. Twenty-five hands are now working which will be increased to fifty later.

Granby.—Work was commenced on the foundation of the building for the Elastic Web Company on Tuesday. The contract for the superstructure has not been given out as yet, but will be soon. The work will be rushed while the good weather lasts.

SOREL, QUE., AND DISTRICT.

Mr. J. A. Chênevert, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During September the manufacturing establishments in Sorel and the district were very busy, and in some cases had to work overtime. Great activity prevailed at the Government navy yard, where the building of two lighters, one tug and one coal barge has just been commenced. A breakwater is also under construction which will employ about twenty men for several months. Wholesale and retail dealers find business heavier than last year. Goods are generally sold for cash, which shows that the working people have money to supply their wants.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have finished harvesting their crops, which are plentiful. The weather in the latter part of summer was favourable and the returns exceeded all anticipations. With excellent pastures, there was plenty of milk, and the abundance of cheese and butter will prevent a rise in the prices of winter supplies. Hay is cheap, the crop being very plentiful.

CONDITION OF PARTICULAR TRADES.

Carpenters, joiners, painters, plumbers, electricians and moulders had a good month.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. Victor Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the outside trades was very active during the month of

September, but the local supply was more than sufficient to meet the demand. The month was a very active one for industrial establishments. Both shoe factories were working full time. The iron industry had a good month. There was much activity in the leather industry and a busy fall is anticipated. The sash and door factories were busy enough to employ their full staffs. Organ builders were very active. The garment factory had a very active month. A number of men were still employed on the repairs at the cathedral. Business, wholesale and retail, was good. Banks reported collections easy.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The agricultural situation is very prosperous. Fruits and vegetables easily find purchasers. The demand for farm labourers was satisfactory, but a supply was not lacking.

CONDITION OF PARTICULAR TRADES.

The building trades were more active than during August. The month was a good one for carpenters, painters and plumbers, but a quiet one for bricklayers, masons, stonecutters and builders' labouers. The month was an active one in the metal and engineering trades. The iron mills kept their workmen fairly busy. Woodworkers had a very good month. The printing trades were very well employed. Garment workers had a quiet month. Bakers and confectioners, butchers and ice drivers had a fair month. Tanners and curriers had a very good month. Barbers, clerks, stenographers and delivery employés had a fair month. Railway employés, cab drivers, hackmen and carters were very active. Unskilled labour had plenty of work.

ST. JOHNS AND IBERVILLE, QUE., AND DISTRICT.

Mr. A. D. Pepin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was fairly active. The demand for outside labour somewhat exceeded the supply. Cluett, Peabody & Company, of Troy, N.Y., have made an agreement with the City by which the latter gives five acres of land and will furnish water for ten years without taxes for the same period. The Company will employ 300 hundred hands and will erect a factory at a cost of over $100,000.

All the industrial establishments were running full time and increasing the number of employés.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have plenty of product to sell. The market is a little easier, but prices are firm for this season. There is considerable buying being done for export to the United States.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners were all very active and in good demand. Lathers and plasterers, painters and decorators reported a busy month. Plumbers and steamfitters reported a fairly active month. Stonecutters and builders' labourers reported an active month and were in good demand. Iron moulders, iron workers and helpers, coremakers, machinists and engineers are very actvie. Electricians and linemen had a fair month. Shipbuilders, shipwrights and caulkers were rather quiet. Tinsmiths, tool sharpeners, horseshoers and jewellers had a good month. Woodworkers, upholsterers, varnishers and polishers, wood carvers, carriage and wagon makers were very active. The printing and clothing trades were well employed. Bakers and confectioners, butchers and meat cutters, ice drivers and tobacco workers, tanners, curriers, leather workers and sadlers were well employed. The miscellaneous trades had a good month. Railway conductors, engineers, firemen, telegraphers and all the other transportation trades were very active. Unskilled labour is still in demand and hard to secure.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. J. F. Girard, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

September was as favourable as the preceding month for workingmen, particularly in the building trades, and was much better than the same month last year. The bricklayers' and masons' strike has been terminated through a two-year agreement whereby the men have secured an increase in wages and the "closed shop." The tin roofers also secured a minimum of 30 cents per hour, after a strike lasting four days.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—All the manufacturing establishments in the Maisonneuve District are in full activity. The sash and door factories are increasing their staff, some of them having doubled it since the beginning of the year.

CONDITION OF PARTICULAR TRADES.

All the building trades are active and in demand. The metal trades are working full time, some of them, such as tin roofers and electrical workers, being in demand. Woodworkers are active, polishers being in demand. Printers, bookbinders and metal plate printers are very busy, pressmen being in demand. Journeymen tailors and garment workers report a good month. Furriers are very active. Food and tobacco workers are busy, the latter, however, at small wages, which fact is attributed to the substitution of women and children for men in the cigar industry. Leather workers are active. Barbers, clerks and delivery employés are in great demand. Hotel and restaurant workers have been exceptionally busy, as well as laundry workers and cab drivers, on account of the Eucharistic Congress. Unskilled labour is very busy.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Auget, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

September was a good month for the building trades, all of which were busy with the exception of plumbers, who went on strike about the middle of the month. Conditions have become normal again in the large manufacturing establishments, vacation time being over. General business has also improved for the same cause. Building permits issued in August were valued at $1,393,-047, as against $699,255 during the same month last year. Their number was 348, of which 60 were for the erection of stands for the Eucharistic Congress. The receipts of the Montreal Street Railway during August were $398,828.57 and the expenses $216,314.38, as against $355,229.72 and $180,582.60 in August of last year. The report of the Harbour Commissioners for the year ending December 31, 1909, shows the elevator traffic to have increased from 1,078,289 bushels in 1907 to 11,554,262 bushels in 1909. The revenue was $687,772 for the year, or an increase of $26,781 over 1908.

CONDITION OF PARTICULAR TRADES.

All the skilled trades were active with the exception of the striking plumbers.

HULL, QUE., AND DISTRICT.

Mr. E. E. Cinq-Mars, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions were exceptionally active, the demand for men being largely in excess of the available supply for the lumber mills and shanties. Lumbermen anticipate a slight advance in monthly wages compared with last winter. Lumbermen were preparing for a large cut

of lumber, stocks being low and a large output being necessary to run the mills to full capacity next season. Great activity prevailed in all industries. Farmers in this district report very satisfactory hay grain and vegetable crops. There have been no changes in rates of wages or hours of labour, nor have any industrial disturbances taken place. Contractors were engaging men at the rate of $1.75, and $2.00 per day. Millmen employed in the Booth, Eddy, Gilmour and Hughson, Fraser and other large lumber mills work for $1.35 per day the year round. The mills will not probably close until the end of October when most of the employés will be engaged in the woods. Local agents in search of shantymen have to send to Quebec and below in order to fill their contracts with their employers. The scarcity of men for the woods this fall is partly due to the fact that the crops have been excellent and farmers and their sons are in a good position to meet winter conditions.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The demand of lumbermen for help in the woods was not met at the close of the harvest season as it was last year. The labour market during September was marked by a search for shantymen at wages running from $28 to $32 per month. Building operations and street works were very brisk all month, and unskilled labour was quickly picked up at from $1.75 to $1.85 per day. There was a falling off in the number of building permits issued compared with previous months, but there are enough large structures under way to insure a steady winter's employment for many members of the skilled trades. The value of building permits in August, 1908, was $105,000; in 1909, $317,200; in 1910, $146,000. The bank clearings in August, 1909, were $13,955,000 as to $15,904,000 in 1910. The first three weeks of September, 1909, showed $9,644,000 in bank clearings as to $11,816,000 for the corresponding weeks this year. Ottawa merchants imported heavily during September as shown by $118,000 collected in duty, exclusive of the last two days, a gain of seventeen per cent. over the corresponding month of 1909. Lumber sales are remarkably slow and prices weak, but other branches of trade are in a buoyant state. The gate receipts of the Central Canada Exhibition held from September 9 to 17 were, $31,400 as to $28,300 last year. Larger displays of live stock and poultry attested development in the agricultural industry in the Ottawa district.

The city sold $620,507 worth of debentures to meet expenditures on civic improvements at 97.13. The publicity bureau, recently started by the city, has obtained a new industry and has undertaken a vigourous campaign to place the advantages of Ottawa as a manufacturing centre before the world.

The City Council has approved the rule of permanent employés taking three weeks vacation a year, and is considering a by-law governing other arrangements affecting holidays.

The Labour Day parade included between 3,500 and 4,000 men, and was regarded as the greatest success of the kind the Ottawa unions have accomplished.

In sympathy with the striking plumbers of Montreal, thirty-six plumbers and helpers employed on the Grand Trunk hotel and station quit work on September 17. They are nearly all Montreal men brought here for special work. The Ballantyne Company which is doing the Grand Trunk Railway Station plumbing stated that its pay for plumbers sent out of Montreal was 30 cents an hour and an allowance of $5 per week for board. The strike in Montreal is for a three-year agreement at 40, 42½ and 45 cents per hour respectively and an eight-hour day. Six plumbers quit work on the Grand Trunk Railway station, but the helpers remained and the small portion of the contract uncompleted was finished without inconvenience. Garth & Company, plumbing contractors on the Grand

Trunk Railway hotel, was awaiting orders from Montreal as to a settlement at the end of the month. A majority of the plumbers in Ottawa are paid the amount demanded in Montreal, although the agreement with the union stipulates no more than a minimum wage of 39 cents an hour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers disposed of many cattle, lambs and hogs in preparation for wintering only as much stock as they can conveniently feed. Crop reports indicate a shortage of straw, but an average yield of grain and roots. Vegetable growers are busy marketing. Potatoes sell at 65 cents a bag, and are not so plentiful as last season which saw an abnormal crop.

Lumbering.—Sawing in the lumber mills is being suspended a little earlier than last year, in some cases the supply of logs giving out. The hands released are in every instance needed for logging in the woods. The upper grades of pine are well sold up, but box lumber is plentiful. Long telegraph poles became so scarce in the Ottawa valley that one firm brought some from British Columbia. The cost delivered in Ottawa was $18 a piece for 60-foot poles, half that amount going for freight. The demand for fine lumber, sash, doors, &c., was never more active for local building.

Manufacturing.—Clothing factories are very busy. The stove manufacturers report brisk trade. Carriage makers are very busy.

Railway construction.—Railway construction in the vicinity of Ottawa is quiet. One of the city controllers has moved to investigate why some railway charters providing for lines that would enter Ottawa are not being made use of.

CONDITION OF PARTICULAR TRADES.

The building trades are exceedingly brisk. Electrical workers, linemen, boiler makers, and stove mounters are busily occupied. The other metal trades are quiet. Woodworkers are busy. Printers and allied trades are sought in several shops. Hat makers, garment workers (women) are much in demand. Bakers and butchers are very busy. The ice business is quiet. Harness makers are very busy. Clerks in dry goods and grocery stores are busy, the tendency in all stores being to enlarge staffs; the demand for stenographers is quiet. Delivery employés are busily occupied. The various branches of transport are busier than the previous month on account of fall fairs and autumn buying and selling. Return of city people from summer resorts increased traffic on railways. Unskilled labour was sought all month at the highest wages of the year. Domestic help continues scarce.

KINGSTON, ONT., AND DISTRICT.

Mr. William Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market showed a marked improvement during the month of September as compared with the previous month. The building trades were particularly active. Instead of adding a story to the present Royal Military College, it was decided to lengthen the dormitory to twice its present size. There will be 114 cadets in attendance this term. It is anticipated that this number will be doubled before long. A number of public buildings were greatly advanced during the month, since the resumption of work by the carpenters, and all other trades. The Kingston Shipbuilding Company had a large staff of skilled workmen rushing repairs to the steamer *Rosemont* and other boats, during the month at the government dry-dock. A number of mechanics were brought from Collingwood, and a number of extra local men were put to work. A large amount of up-to-date machinery has recently been installed by this Company. It is intended to call for tenders soon for the extension to the local post office. The cutting of the stone, &c., will be done this winter, so as to be ready for an early start in the spring. During the month the cornerstone for the new addi-

tion to the Orphans' Home was laid by his worship, the mayor, and the work is now being rushed along.

During the month of August the building permits taken out for work amounted to an estimated cost of $18,778. The annual statement of the city assessor shows the assessment to be over $9,000,000, last year it totalled $8,900,000, and this year will reach $9,100,000, although the population has not materially increased. The registration at Queen's University will be close to 1,700, last year it was 1,517. There are over 200 houses advertised as lodgings, &c., for students. The rates vary from $4.00 to $6.00 per week. While boats are being laid up and the tourist traffic is falling off, the season proved a very successful one, and marines say they have nothing to complain of.

The Labour Day picnic as carried out by the Trades' Council was a great success. During the month the Board of Education increased the minimum salary for qualified teachers from $325 to $400, per annum. There were no strikes or lockouts reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture, fishing and lumbering were active.

Mining, manufacturing, and railway consrtuction were extremely active.

CONDITION OF PARTICULAR TRADES.

The building, metal, enigneering, shipbuilding, woodworking and furnishing trades reported an active month in all branches. Printers, tailors, bakers, butchers, ice cutters and drivers, cigar makers, tanners, barbers, broom makers, clerks, delivery employés, furriers, hotel, restaurant, theatre and laundry workers, as well as all branches of the transportation business and unskilled labour were active.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. J. Arthur Sharp, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was generally active but not more so than last month. Out side workers, particularly in the building trades, had an active month. The Peterborough Lock Manufacturing Company is asking for a fixed assessment of $20,000, having recently made improvements to the extent of $25,000. This will employ a large number of additional men. The contracts in connection with the new sewers in the south part of the city have been awarded, with that for the new pumping station. The Industrial Fair this year has been the most successful on record. At the last meeting of the Cheese Board, 3,801 cheeses were boarded. Wholesale and retail merchants reported trade very good.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy harvesting and threshing and preparing for fall sowing. The crops are very uneven, some fields being good, and others not more than half a crop. The potato crop is a failure in this district, the dry rot has affected them.

Lumbering.—Conditions are active.

Manufacturing.—There is little change in conditions, factories all running full time, with larger staffs of employés.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, lathers, plasterers and painters were busy. Plumbers and gasfitters were active. Builders labourers were very busy. Iron moulders, iron workers, helpers, core makers and machinists were active. Electrical workers and linemen had all they could do. Blacksmiths and boilermakers were busy, with woodworkers active. Printers had a good month, and tailors and garment workers had plenty of work. Bakers and confectioners were busy. Butchers and meat cutters also were busy. Cigar makers report business improved. Leather workers had a good month. Railway and street railway employés were active. Teamsters and express men report business good. Unskilled labour was in good demand.

DISTRICT NOTES.

Port Hope.—The International Tool Steel Company, Limited, is to put up four buildings and expend $35,000 in machinery and buildings. Kuhne & Anderton, of Beaver Falls, Pa., are to establish a branch here, and will manufacture wooden and steel door-mats. The Bank of Toronto will build a new bank building this fall, the contract having been let.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

September was an active month, all classes of skilled and unskilled labour being well employed. The building trade continued very busy, and a great deal of civic work in hand. Many public and corporate undertakings will continue to employ a large number of men, so long as the weather permits. There was a noteworthy absence of disputes between employers and employed.

The assessment returns give the total population of Toronto as 341,991, as compared with 311,354 for 1909, an increase of 30,637. The total assessment amounts to $309,147,053, as against $268,737,947 last year, an increase of $40,409,106.

The City Council has decided to submit to the electors a by-law to raise $100,000 for the construction of good roads leading into the city.

The annual report of city engineer C. H. Rust states that Toronto has 407.57 miles of streets, of which 262.13 miles are paved. There are 298½ miles of sewers and an extensive trunk sewer, to cost $2,400,000 is now under construction. The cost of the waterworks system to date is given at $7,000,000. The water filtration plant being constructed at the Island will cost $750,000. There are 371 miles of water mains, and 71,068 water services. The total revenue from water works last year was $641,442.

The F. H. McGuigan Construction Company has been awarded the contract for the construction of the Queen street east high level bridge, at $193,000. The total cost, including filling and paving, is estimated at $212,000, which will be apportioned between the city and the railways.

The total attendance at the Canadian National Exhibition this season is given as approximately 837,000, as compared with 752,520 last year. The surplus of receipts over expenditure is approximately $45,000.

A contract has been let for new buildings for the Toronto Electric Light Company, on the harbour front, at $100,000.

The centre section of the addition to the Western Hospital is being erected at a cost of $75,000.

A six-storey addition is to be made to the Telegram building, Melinda street, at a cost of $70,000.

The Board of Education is erecting additions to the school on Howard Park avenue, to cost $35,000, and to the school on Kingston Road to cost $40,000. An addition is also being built to the Humberside Collegiate Institute, West Toronto, which will cost over $50,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy with fall plowing and sowing, for which the weather has been very favourable. An unusually large acreage of fall wheat has been sown. Pasturage has been good, owing to heavy rains. The Toronto Milk Producers' Association, which met on the fifth instant, decided to retain the present price of $1.50 per eight-gallon can for the six winter months. The price of sweet cream was fixed at 40 cents per pound of butter-fat.

Manufacturing.—Active conditions continued to prevail in all lines, with orders coming in satisfactorily. Building activity has caused a great demand for structural steel and other material. Some inconvenience is still experienced on account of delay on the part of the railways in forwarding shipments.

The Don Valley Brick Works have secured a contract for the brick required for the new General Hospital, involving about $300,000.

The Mendelssohn Piano Company will

erect a four-storey factory building on Adelaide street west, to cost $20,000.

The Ford Motor Company is building a warehouse, at a cost of $10,000.

The Smith Manufacturing Company, woollen manufacturers, are putting up a factory on Campbell avenue and Sarnia street, to cost $25,000.

Railway construction.—The Toronto Railway Company has begun the work of constructing additional car lines in connection with the street railway system, as ordered by the Ontario Railway Board some time since, embracing about 25 miles of new track.

On the fourteenth, the Grand Trunk Railway Company began the work of changing the grade of its tracks from Bathurst street west to the Humber river. From Bathurst street to Sunnyside the track will be depressed, and the section from Sunnyside to the Humber will be elevated, with subways at the street crossings. The grading will ultimately be carried to Mimico. The cost of the undertaking is estimated at about $2,000,000.

Work on the city's industrial line east of the Don, to connect the factory district of Ashbridge's Bay with the railways, is being rapidly pushed.

CONDITION OF PARTICULAR TRADES.

The building trades were all busy, with the prospect of steady employment until cold weather set in. The metal and engineering trades had an active month. Shipbuilders were quiet. Jewellers and silversmiths had plenty of work. Furniture workers, cabinet makers, and upholsterers were active. Carriage and wagon makers had steady work. Piano workers were busy. Printers, book binders and allied trades had a good month. Custom tailors were fairly employed. Garment workers, hat and cap workers, boot and shoe workers, and furriers were active. The provision trades were steady. Those engaged in connection with fruit and vegetables were very busy. Cigar makers found trade good. Leather workers were well employed. Hotel and restaurant help, barbers and laundry workers had plenty of employment. Clerks, salesmen and warehousemen were generally well employed. Railway and street railway employés, teamsters, expressmen, sailors and longshoremen were active. Unskilled labour was in good demand.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued in a most satisfactory condition throughout September. Employment was good in practically every branch of industry. Municipal works continued to employ a considerable number of men, and further paving and waterworks extensions have been decided upon. The building trades and the haberdashery and canning factories were busiest. General business was good.

The transmisson lines of the Ontario Hydro-Electric Power Commission were completed, and underwent a very satisfactory test. Reports of the companies engaged in the production of electric power here, show large increases in the amount of power transmitted and sold.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The harvest and fruit picking season was closing at the end of the month. A large number of persons have been employed. General crops were good. Some sorts of fruit did not yield heavily, but the average was satisfactory.

Manufacturing.—Manufacturing concerns all reported a busy time. Female labour was in demand for the suspender and neckwear factories. The sanitary can factory was running overtime.

Railway construction.—Railway employment was good. Re-laying and improvement of trackage has given employment to extra forces of trackmen.

CONDITION OF PARTICULAR TRADES.

The building trades were active. Bricklayers and masons were fairly busy, car-

penters well employed. Painters were very busy. Stone cutters and builders' labourerss were the only classes reported quiet. Metal-working concerns in the city were busy. A similar condition prevailed in the same classes of industries throughout the district. Electrical workers were quieter, but linemen were busy. Journeymen tailors were active and haberdashery factories were running to full capacity. The shredded wheat and the numerous canning factories were all very busy. Barkers were active. Sales people were facing a quiet period. Several large hotels and restaurants will close for the winter, and many employés will be laid off. Laundry workers were active. General railway business was steady, but not very heavy. Trackmen were the only class of employés reported very busy. Electric lines were quieter. Lake and canal traffic was good. Teamsters were busy. Unskilled labour was well employed.

DISTRICT NOTES.

Bridgeburg.—The Canada Foundry Company has re-opened the shops at the ship-yards, and seventy-five men are employed. It is expected that many additional men will be engaged shortly.

Wellandport.—The loss in the fire which swept part of this village at the end of August was about $27,000, with insurance of $5,300. Four dwellings, three barns, two shops, post office and telephone office were destroyed.

Welland.—The ratepayers voted $52,000 for waterworks improvements. The ship-yards have three contracts on hand, and will be busy all winter. The cordage factory, and the other iron-working plants were all busy.

ST. CATHARINES ,ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month was exceptionally good for labour; practically all branches of industry were active to busy. While there were no large works going on in the building lines, the large number of residences and similar jobs kept the building trades active.

A permit for the enlarging of the tannery of F. C. McCordick has been taken out, it being found necessary to materially enlarge the premises to accommodate the increasing volumn of trade. The Monarch Knitting Company recently located here, has added largely to its staff of employés and with the trade in hand will require additional help. Good progress was made on the new factory building of the McKinnon Dash & Metal Company for the manufacture of chaines. The canning factories are rushed to their fullest capacity, plums, peaches, tomatoes, corn, &c., being the principle fruits and vegetables being canned and being of much better quality than usual. The clerks are once more working full time after their mid-summer Wednesday half-holidays which were much appreciated by employés and employers. Business, wholesale and retail was good for the month. Civic improvement work continues an important factor of employment.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fruit men were busy harvesting the crops of fruits; peaches, pears, plumbs, grapes, being the principle crops engaging their attention. The quality is above the average. Five to ten carloads are shipped daily from this district.

Manufacturing.—All manufacturing plants were active to busy and report trade good.

CONDITION OF PARTICULAR TRADES.

All branches of the building trades were active to busy. The metal and engineering trades were active and conditions of employment fair. The woodworking and furnishing trades were active. The printing and allied trades were all active with conditions good. Journeymen tailors and boot and shoe workers were active. Bakers and confectioners, butchers and meat cutters,

ice cutters and drivers, cigar makers and tobacco workers were active. The leather trades were active. Barbers, clerks, stenographers, delivery employés, hotel and restaurant employés and laundry workers were active. All lines of transportation were busy, with the volume of trade heavy. Unskilled labour was active with conditions for employment good.

DISTRICT NOTES.

Port Dalhousie.—Labour was well employed. The Maple Leaf Rubber Company's factory was running full time.

Thorold.—Favourable conditions for the employment of labour prevailed.

Merritton.—All mills and factories were running full time. The ratepayers will be asked to vote on a fixed assessment of $52,000 to the New Rubber plant. The Company to employ 300 hands and pay in wages annually, $100,000.

HAMILTON, ONT., AND DISTRICT.

Mr. P. Obermeyer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

September has, without doubt, been the busiest month, industrially, in the history of this city. Manufacturing establishments were worked to their capacity, and the large amount of building construction under way kept workers in the building trades fully employed; the supply of the latter class of labour at times being hardly sufficient to meet the demand.

Building permits for the month totalled in value, $266,475, compared with $181,950 for September, 1909. The permits were for seventy-two brick dwellings, forty frame dwellings, seven factory buildings, six store buildings, and about twenty alterations and additions.

Since the appointment, early in the spring, of William Mullis as industrial commissioner, the following new concerns have been established here. The Ludlow - Ainslie Company, building frames and interior trim; Richardson Manufacturing Company, spice mills; Canada Reflector Company; the Oliver Chilled Plow Works; National Fireproofing Company; Ford & Smith, machinists; Fox & Searles, silverware manufacturers; Wm. Ray & Company, motor car builders, and the Canada Steel Goods Company, angles and light structural steel shapes.

The increase in the bank clearings, as shown by the report of the Hamilton Clearing house association for the month of September over the corresponding month last year, is about $1,500,000. The figures for the month with corresponding figures for the last two years are:

Clearings for September, 1910	$8,316,695
Clearings for September, 1909	6,916,970
Clearings for September, 1908	6,121,766

Relations between workmen and employers during the month were amicable. Only one slight difficulty occurred. A clothing manufacturer had trouble with about a dozen garment workers, whom he desired to work on a piece-work basis. The men, who came here from New York, when they found that the piecework system was not in vogue here, objected to work under it, and struck on September 7, to enforce a weekly scale. The matter was adjusted the next day, the men returning to work on a weekly wage scale with a fifty-four-hour week, in accordance with conditions prevailing in the trade in Hamilton.

The Police Commissioners on September 7, advanced the age limit for new members of the police force from 25 years to 30 years, and the age limit for retiring members from 55 years to 60 years. The constables petitioned for an increase in pay of 50 cents per day, but no action was taken on it. The policemen are paid the following rates: First-class constables, $840; second-class constables, $803; third-class constables, $675.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There was practically a continuous market during the month, the fruit men and market gardeners coming in every day, instead of three days a week, as was formerly the rule. Friday night has become a popular mar-

keting time, the supplies being almost equal to those on sale on Saturday. The markets' committee has been asked to instal lights on the market for the benefit of the night traders. Supplies of all sorts have been very heavy, with the exception of ripe tomatoes, which were not as plentiful as usual, the crop not ripening owing to unfavourable weather conditions. The price was 5 cents to 10 cents per basket higher than last year.

Railway construction.—Fresh rumors of the entrance of the Canadian Northern Railway into this city were started by the report that the Company had taken up the options it held on property along the north shore of the bay.

The Street Railway Company is putting its new cars into commission as fast as they are supplied by the manufacturers. They are of the pay-as-you-enter type.

John Patterson, promoter of the Hamilton & Guelph Electric Railway is in England, trying to secure financial backing for the enterprise.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing. — The Canada Steel Company, Limited, has decided to locate in Hamilton. This Company will reroll from old rails, making angles, light structural shapes and other sections not now made in Canada. It will be the only mill of its kind in this country. The site selected is on the west side of Sherman avenue, between the main line of the Grand Trunk Railway and the spur line of the Toronto, Hamilton & Buffalo Railway. The Company announces that when running at full capactiy, it will employ 300 men. The plans for the mill building have been prepared by a Pittsburg firm of engineers, and tenders will be asked for in a week or two by Munro & Meade, local architects. This firm has already prepared the plans for an office building, on which work was started this week.

The Oliver Chilled Plow Works of Canada, Limited, has been making very rapid progress on the erection of its plant here. The buildings under way and which will be completed within the next month include the forge building, the machine shop, the stock building and the power house. In addition to these, good progress is being made on the construction of the dock. Machinists have been started on the work of equipping the machine shop and the firm is advertising for machinists, pattern makers, diesinkers, &c.

There is unusual activity among all the large industrials in Hamilton at the present time and from the number of inquiries that are being received from United States manufacturers looking towards Hamilton as a possible location for their proposed Canadian factories, it looks as if Hamilton would have a season of unparalleled activity next year.

CONDITION OF PARTICULAR TRADES.

The skilled trades had a very active month. The large amount of building construction under way made labour scarce in the building trades. Plumbers, plasterers, electrical workers, carpenters, and sheet metal workers were exceptionally busy. Additional help was being sought in various departments of the metal trades. Woodworkers were also in demand. The allied printing trades had a good month. The clothing trades were active, women operatives being scarce. The tobacco trades were fairly well employed, although a ten-days' shut-down occurred in the cigar department of the Tuckett Company toward the end of the month, for stock taking purposes. This affected about 275 cigarmakers. Barbers, broommakers and laundry workers were all steadily employed. Transportation employés were busy, as were teamsters. Labourers were in great demand, and the supply was not up to requirements.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The same busy conditions reported last month continue. The building

trades were especially busy, and will continue so late into the fall if weather conditions are favourable. The iron trades also were busy, with a demand for men, principally for unskilled labour. Merchants had an active month.

The report of the assessment department places the assessment of the city at $14,646,715, an increase over the previous year of $836,410. The total population is 21,964, an increase of 1,253.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Farmers and market gardeners were very busy. Grain crops were the average; early fruit was plentiful, but the later varieties were not so plentiful as last year. Potatoes are a heavy crop.

Manufacturing continues brisk. Factory extensions are progressing rapidly; prospects are bright and there is a demand for men.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, lathers, plasterers, painters and decorators, plumbers, gas and steam fitters were very busy. Iron moulders, coremakers, machinists, engineers, electrical workers, linemen, metal polishers, buffers and platers, stove mounters, boilermakers, blacksmiths and sheet metal workers were busy. Horseshoers were active. Woodworkers, carriage and wagon makers, pattern makers and coopers were busy. The printing and allied trades were busy. Tailors and tailoresses were busier than last month. Boot and shoe workers, bakers and confectioners were busy. Cigar makers and tobacco workers were active. Leather workers and saddlers were busy. Barbers, clerks, delivery employés, furriers, hotel and restaurant employés were all steadily employed. Laundry workers were busy. Railroad trackmen, freight handlers, and street railway employés had steady employment. Draymen and teamsters were busy. Expressmen were active. Unskilled labour was in demand.

DISTRICT NOTES.

Paris.—Factories and mills were busy. Prospects are for a brisk fall trade.

GUELPH, ONT., AND DISTRICT.

Mr. Wm. Drever, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during September varied little from the preceding month. Building trades were active and work was generally plentiful. Work has been commenced on the permanent reformatory buildings,and a number of skilled mechanics from the city are employed thereon. The demand for skilled labour was good, many of the factories taking on extra hands. On the twenty-sixth instant the ratepayers endorsed two by-laws; one granting the People's Railway running rights over certain streets; the other a debenture by-law, whereby the city takes $85,000 preference stock in the same.

Wholesale and retail merchants report a good month. Customs receipts for the month of August were $21,490.01, an increase of $6,143.87 over the corresponding month last year.

The Ontario Agricultural College and Macdonald Institute have re-opened for the winter session, with the largest attendance on record.

The Trades and Labour Council have leased a hall in the Norrish block for a term of three years, which, after November 1, will be headquarters for all trades unions in Guelph.

No settlement has yet been reached in the Guelph Brussels carpet weavers' strike.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—September was, as usual, a very busy month with the farmers, fall ploughing and threshing operations being in full swing. The Central Fair was held and proved a great success, with large crowds and good exhibits.

Manufacturing.—Industrial establishments were all running full time, with full staffs.

CONDITION OF PARTICULAR TRADES.

All employed in the building trades had a good month, with prospects good for as long as weather will permit. Iron moulders, helpers and coremakers were well employed. Electrical workers and linemen were very busy on Niagara power work, getting factories and lines in order for the coming power. Iron tube-mill workers were very busy. Stove mounters, blacksmiths and sheet-metal workers were well employed. Piano and organ makers, also sewing machine makers, were active. Carriage makers and coopers were busy. Printers and allied trades were fair, also journeymen tailors. Garment workers were busy, female help being in demand Bakers and butchers report a good month, also street railway employés. Unskilled labour was well employed.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET

The month was a busy one in the labour market, all classes of workmen being well employed, with an increased demand for skilled hands. There was a demand for cabinet makers, machine hands, boot and shoe workers and female garment workers. Twenty-one building permits, valued at $31,100 were issued. Good progress was made on various new buildings, the Wounder furniture factory being completed during the month, and the walls of the Lippert furniture factory made ready for the roof. Work was being vigorously pursued on new sidewalks. Commercial activity and bank clearings were reported favourable. Wholesale and retail business had a good month. No changes in wages nor in hours of labour occurred during September.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy during the first part of the month sowing fall wheat, threshing, cutting corn and filling silos for the winter. Potatoes were offered at 60 cents per bag, in large lots; butter sold at 25 cents per lb.; eggs, at 25 cents per dozen; and farmers' cheese at from 15 to 16 cents per lb. The apple crop is a light one.

Manufacturing.—Manufacturing establishments were all busy, some working over time. Additions were being built to several factories.

Railway construction.—Busy conditions were reported in the grading of the People's Railway through this district.

CONDITION OF PARTICULAR TRADES.

The building trades were active. Busy conditions prevailed in the metal and woodworking trades. The printing and allied trades were active, as were also the clothing, food and tobacco preparation, leather, miscellaneous and transport trades. Unskilled labour had a busy month.

DISTRICT NOTES.

Waterloo.—The month was a busy one for all classes of labour. The building trades were active. The new station building was completed towards the end of the month. The new market building was made ready to receive the roof. Busy conditions were reported in manufacturing circles, the Globe Manufacturing Company working overtime. Unskilled labour was in demand.

WOODSTOCK, ONT., AND DISTRICT.

Mr. J. Markey, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Industrial conditions continue satisfactory. All the factories are busy, and all report the outlook encouraging. There is some demand for labour, both skilled and unskilled, but the demand is not yet sufficient to indicate anything like a serious scarcity. The supply of unskilled labour will be sufficient, it is thought,

when the men attracted to the country during the summer season drift back to town. Reports from the musical instrument manufacturers are excellent, and the same is true of the wagon makers and furniture manufacturers. The Karn-Morris Company reports sufficient orders on hand for pianos and reed organs to keep the factory working till next May. The Stewart Stove Works reports as many orders on hand as can be attended to. The Tobin Arms Company's factory, a new industry, is kept busy, and the outlook is said to be bright. The management of this Company recently purchased the plant, patents and other assets of the Caldwell Bit and Tool Company, of Port Rowan, and the business will be transferred to Woodstock. Three other new industries will be in operation here before long; a textile concern, a factory for the manufacture of the Linderman dovetail glue-jointing machine, and a fibre-board box factory, all of which will add materially to the number of workmen, skilled and unskilled, employed here.

The Oxford Knitting Company report business very good. They are in need of girl labour, both skilled and unskilled.

CONDITION OF PARTICULAR TRADES.

The building trades are steadily employed. There is no special rush, but there is no lack of employment. Painters, decorators and paper hangers are busy. The same is true of builders' labourers. There is some demand for moulders. The Stewart Company are looking for good men. Iron workers are busy, and there is some demand for good blacksmiths. Woodworkers are busy, and there is a demand for skilled men, especially cabinet makers and machine hands. The Canada Furniture Manufacturers report a demand for cabinet makers, and expect to have need for unskilled labourers in a while. The printing business is reported fair, but there is no demand for men. The clothing trades are reported steady. Cigar makers are steadily employed. The leather trades are reported good. There is at present a growing demand for unskilled labour, but this may be met before the winter sets in.

STRATFORD, ONT., AND DISTRICT.

Mr. Joseph T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour, during September, has been as fully employed as during the preceding month. The building trades were actively engaged. The Dufton Woollen Mill is nearly finished, the installing of new machinery will mean a large increase in its staff of workers. A number of men and teams were employed in the paving of streets and laying of cement walks.

The Bell Telephone Company has erected a new brick building and has a number of men engaged in placing under-ground wires on some of the streets. The Stratford Light and Heat Commission are placing and erecting poles on the streets ready for Niagara power, which has given work to a number of men. Wholesale and retail merchants report an increase in trade over the preceding month. No change in the rate of wages or hours of labour, and no trouble in the labour market, was reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy threshing and fall ploughing. Market prices were:—

Butter, creamery, boxes, 25c. to 27c.
Butter, creamery, 30 lb. tubs, 27c.
Butter, dairy, tubs, 22c. to 23c.
Butter, dairy, ordinary, 20c. to 21c.
Butter, dairy, rolls, 21c. to 22c.
Butter, dairy, prints, 23c. to 24c.
Cheese, large, 12½c. to 13c., twins, 13c.
Eggs, dozen, fresh, 24c. per dozen.
Beef, fore-quarter, 8c. to 9½c.
Beef, hind-quarter, 10c. to 12c.
Lamb, 10c.
Mutton, 7c to 9c.
Veal, 7c. to 8½c.
Pork, 10½c. to 11½c.
Bacon, 20c.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers, plasterers, painters, plumbers, stonecutters and builders' labourers were busily engaged. Iron moulders, workers and

helpers were busy. Machinists, blacksmiths and boilermakers were active. Woodworkers, upholsterers, carriage and wagon makers were busy. Coopers were active. Printers were busy. Journeymen tailors and factory workers were busy. Bakers, confectioners and butchers are doing a good business. Cigar makers were steadily employed. Harness makers were active. Barbers, clerks and delivery employés were busy. Hotel, restaurant and laundry workers were active. There is a demand for female help in hotels and factories. Railway conductors, engineers, firemen, trainmen, switchmen and freight handlers were busy. Cab drivers, draymen and teamsters were very busy. Unskilled labour was very busy.

DISTRICT NOTES.

Monkton.—Labour is well employed here. Hay Brothers' elevator is completed and is a substantial structure.

LONDON, ONT., AND DISTRICT.

Mr. A. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions in this city were fair in factories and foundries, but not as active as last year in the building trades. In the business district the streets are being prepared for a new asphalt pavement, and the street railway company is laying new rails, and wires are being put underground in preparation for the work.

The Western Fair was held during the month, and weather conditions were excellent. It is estimated that 120,000 people visited the fair, which supplied temporary work to a large body of men.

A meeting of the several municipalities interested in Niagara power was held here on the 22nd and 23rd, and it was voted to allow Windsor to sell power to Detroit, the different municipalities to receive a part of the benefit derived from the sale.

It has been decided by the City Council to have 10,000 copies of the Assessment Roll printed and distributed among the property holders. This will mean an $800 job for the printers, and work for several clerks preparing the copy.

A shortening of the hours of labour has taken place at the McCormick Manufacturing Company and Perrins, both biscuit and candy factories, employing between them about 900 hands. The men get a reduction from 56 to 53 hours per week, and the girls from 56 to 50 hours per week. The reason is to induce labour to come to them, as it has been very difficult to get sufficient female help.

Of those who went out during the Grand Trunk Railway Company strike, the freight men have all been taken back; but very few of the passenger men are working, those who took their places during the strike still retaining the runs.

CONDITION OF LOCAL INDUSTRIES.

Railway construction.—It is stated that the Canadian Pacific Railway Company will begin work of an extensive nature in this city shortly, on a new roundhouse, car shops, repair shops and a new station in the east end. A tract of land has been purchased for this purpose.

Agriculture.—Market prices continue high:—

Oats, $1.05 per hundred.
Hay, $12.00 per ton.
Live Hogs, $8.65 a hundred.
Butter, 25 cents per pound.
Eggs, 27 cents dozen.
Chickens, 85 to $1.25 per pair.
Potatoes, 70 cents per bag.
Tomatoes, 20 cents a basket.
Onions, $1.10 per bushel.
Green Corn, 7 to 8 cents per dozen.
Apples, 90 cents per bushel.
Peaches, 85 cents per basket.
Grapes, 20 cents per basket.
Plums, 65 cents per bushel.
Pears, $1.10 per bushel.

CONDITION OF PARTICULAR TRADES.

Bricklayers reported very little new work, and prospects poor. Carpenters, lathers and plasterers reported trade fair. Painters were busy. Moulders

were very busy, especially in jobbing lines. Iron workers were busy. Electrical workers and linemen were busy on Niagara power work. Metal polishers, brass workers and stove mounters were all busy. Sheet metal workers reported trade fair. Carriage and wagon workers were busy. At the Grand Trunk Railway Company's car shops they are only working five days a week or 50 hours this month, an order having gone forth to cut down expenses. Coopers were busy. Business is good in all sections of the printing trades, and more especially during Fair week. Journeymen tailors report business fair. Garment workers are busy. Boot and shoe workers were very busy. Bakers and confectioners were busy, large shipments are being made to Western Canada. Cigarmakers report trade good. Tanners were busy. Broom makers were busy, but furriers were slack. Railroad train crews report conditions good, with plenty of work. Street railway empolyés have had a very busy month. For unskilled labour there has been sufficient work for all, but the future is not promising.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in this city and district during September was decidedly quieter than at any time during the summer. Work in the building trades was not nearly so brisk as during the preceding month, notwithstanding that weather conditions were excellent for outside work. In the railway shops all hands were actively engaged, with plenty of work in sight for the immediate future. Skilled mechanics are in demand. Traffic employés on the railways entering the city report the month less brisk than during the preceding month. An employment agent has been working in this city and as a result of his efforts fifteen or twenty experienced men have gone to Brandon to accept positions on the Canadian Pacific Railway out of that city, and it is stated that more men are to follow. The men engaged are the very best class. The locomotive engineers employed on the Michigan Central Railway were granted a substantial increase in wages as a result of a conference between the officials and enginemen's representatives from their organization. The increase places the Michigan Central Railway enginemen among the highest paid enginemen in Canada.

Under the new schedule freight engineers will receive $4.85 per 100 miles. Passenger engineers will receive $4.15 per 100 miles. The passenger engineers' rate will apply on all branch lines. Switch engineers will receive 40 cents per hour. Transfer engineers will receive 41 cents per hour.

A representative of the Trades and Labor Congress was sent from this city to Fort William to attend the recent conference.

Unskilled labour was not so much in demand during the latter part of September, and as a result the supply is slightly in excess of the demand.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Local markets were well attended. Farmers report good harvests and excellent weather for the late crops.

Manufacturing.—Local manufacturers report the month normal.

CONDITION OF PARTICULAR TRADES.

The building trades were not so active as during the summer months. Most contracts have been finished, and the work which is being done is mostly repair work. Iron moulders, machinists and blacksmiths employed in the railway shops report an average month. Trade was livelier with journeymen tailors towards the latter part of September and the prospects are good for fall trade. Railway employés in the traffic department were not as well employed as heretofore. There was a slight falling off in the demand for unskilled labour.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was active throughout the month, the building trade being very active in all branches. A large number of permits were issued, and the prospects for a busy fall work are expected. The Canadian Grain Shocker Company called for tenders for a large stone and brick factory. When completed it will employ a large staff of men. The city Board of Works has a large amount of sewer and paving under way, and unskilled labour has had ample work all month. Factories of all kinds are very busy, some were running extra time. Planing mills, which had been somewhat slack the forepart of the season, became very active. Carriage and wagon factories were unusually busy. The Gananocque Axle Works were still advertising for men, and good men were readily given employment. There was no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Farmers were active, seeding during the first part of the month, and the latter part, harvesting the corn and bean crop, which are the largest in this district for years. A very serious loss to the section is the complete failure of the apple crop. The evaporating factories have been unable to start operations so far for lack of apples, which will mean a loss to a very large number of hands who formerly were engaged for two and a half months in the fall.

CONDITION OF PARTICULAR TRADES.

Bricklayers, carpenters and joiners and plasterers were very busy. Painters, decorators and paperhangers were fairly active. Plumbers reported trade good. Builders' labourers were well employed. Machinists, electrical workers and linemen were busy. Metal polishers, buffers, platers and brass workers were very busy. Stove mounters, blacksmiths and boiler makers and sheet-metal workers were active. Woodworkers, upholsterers, carriage and wagon makers were very busy. Printers, pressmen and bookbinders were very busy. Journeymen tailors, garment workers, boot and shoe workers were normally active. Bakers and confectioners, butchers, cigar makers and tobacco workers reported trade good. Barbers, clerks, stenographers, delivery employés, hotel, restaurant and theatre employés were busy. Laundry workers were active. Freight handlers were quiet, little local freight moving during the first part of the month. Street railway employés, cab drivers, carters and draymen and teamsters were busy. There was a demand for unskilled labour.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

General activity prevailed in the labour market. All branches of industry were well employed, and in some trades men were in demand. The building trades were very busy. Notwithstanding the large number of houses that have been erected in the last two or three years, there is a demand for houses to rent from $12 to $15 a month. Manufacturers employing female help, say they could employ forty per cent. more help, but it is not to be had. The Sandwich, Windsor and Amherstburg Electric Railway Company has installed a new $35,000 power plant. Another American concern called the Burlington Blanket Company, of Burlington, Wis., has purchased the woollen mill property, and expects to have it ready for business in about six weeks, and will give employment to twenty-five hands to start with. The new Michigan Central Railway tunnel was formally opened September 12 for freight traffic. It will be some time yet before it will be ready for passenger service.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are busy marketing their produce, which commands good prices.

Manufacturing.—Manufacturers are very busy.

Railway construction and employment.—The Grand Trunk Railway Company has a gang of men laying heavy rails from Windsor to Chatham.

CONDITION OF PARTICULAR TRADES.

All connected with the building trades were very busy. All the metal and engineering trades were active. The woodworking and furnishing trades report plenty of work, and in some cases are working overtime.

Printers and allied trades were busy. Journeymen tailors were fully employed. Garment workers were in demand. Bakers, butchers, ice drivers, cigar makers and leather workers were very busy. Barbers report a fair month, with every one working. Clerks, delivery employés, hotel and laundry workers can find plenty of work. Railway employés were all working. Freight handlers and street railway employés were busy. Unskilled labour was in demand.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions during September were very active. Labour was well employed, there being a shortage in the building trades. Business was good, and manufacturing plants were all busy. The annual fair held in September was the best in the history of the district. The attendance was large, and the exhibits of a superior class. The Board of Trade held a meeting for the purpose of hearing Mr. C. O. Michaelson, of Minneapolis, who proposes to establish a stamping mill at Sault Ste. Marie. For this enterprise a bonus of $100,000 is asked. The stamping mill to be erected would cost $150,000, and would employ about thirty men. The necessary steps to be taken to have such a proposition submitted to the ratepayers were explained, and it was suggested that a joint committee of the Board of Trade and citizens should confer, and that a proposal which might be accepted by the ratepayers should be drawn up by a solicitor. This suggestion was accepted. The rate of taxation for Sault Ste. Marie this year will amount to 18½ mills on the dollar.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Satisfactory reports were received. The establishment of a town market this year has done much to stimulate this industry, especially in the garden truck line.

Fishing.—Normal conditions prevailed.

Lumbering.—The outlook was promising. Good progress was made in preparations for the winter season's work in the woods.

Manufacturing.—The different establishments were busy. The annual report of the directors of the Lake Superior Corporation for the fiscal year ending June 30, 1910, shows the output of the Company's steel plant during said year, compared with the previous fiscal year, to have been:—

	1908–9	1909–10
Pig iron, tons	130,268	153,528
Steel rails, tons	158,465	201,615

The result of the year's operations of all the subsidiary companies of the Lake Superior Corporation shows a surplus, subject to depreciation and other charges, of $1,194,735.22.

Mining.—Conditions were quiet, except in the Michipicoten district, where they were busy.

CONDITION OF PARTICULAR TRADES.

The building trades were very busy. Busy conditions prevailed in the metal and woodworking trades, while satisfactory reports were received from the printing, clothing and food and tobacco preparation branches.

DISTRICT NOTES.

Steelton.—An extensive sewer system is being installed in this municipality, and a by-law being prepared for submission to the ratepayers on January 1, 1911, looking towards the establishment of a $30,000 lighting plant.

PORT ARTHUR, FORT WILLIAM, ONT., AND DISTRICT.

Mr. F. Urry, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Throughout the month of September labour has been fully employed in this district. Unskilled labour especially being in great demand on foundation work, laying out new streets, extension of railway system, excavations at the Western Dry Docks, excavation work along the Grand Trunk Pacific Railway line at Fort William, street improvement of a permanent character by the councils of the two cities, and extension of water, gas and sewerage systems. The machine shop of the Canadian Pacific Railway Company, at Fort William, and the docks of the Canadian Northern Railway Company, at Port Arthur, are being extended.

The building trades have been exceptionally busy all summer, and although the season is getting late, new buildings are being started. Transportation at docks has been normal. Wholesale and retail traders report steady progress.

The strike of the stove plate moulders at Fort William is still in force. It is reported at the foundry that many orders are in, but the firm have difficulty in getting men.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Local farmers are bringing their produce to the cities. There is an agitation on foot to establish a central market place for Port Arthur, and some talk of extending the street car system into the agricultural district, when the line from Fort William to Kakabeka Falls is opened. This would give the farmers of the State valley district a better chance of reaching the market.

One of the urgent needs of the whole district is a system of good roads and a cheap method of transporting farm produce. This would encourage the settlement of the rich agricultural valleys of the district, lessen the cost of living, while opening up the mineral wealth of the hills. Miners would be able to work the district to advantage with good roads and an agricultural settlement in the productive valleys.

Railway construction.—Employment on railway construction has been in full swing and many men are recruited for railway construction work from these cities. There have been complaints made by men who have been victimized by sub-contractors.

CONDITION OF PARTICULAR TRADES.

The building trades have had a busy month. Masons and bricklayers, carpenters and joiners have been fully employed. Lathers and plasterers have had difficulty in keeping ahead of their work, and painters, plumbers and labourers have all been busy. The buildings in the two cities this year erected and in course of erection, have been very numerous, and from all appearances there is likelihood of a fair winter's work in the building trades. The iron moulders at Fort William stove works are still on strike, and the men are working at what they can get in other lines. Electrical workers, linemen and sheet-metal workers have been kept fully employed. The printing and allied trades have had a good month. The clothing trades are not important here, as a great deal of clothing is shipped either ready-made or in a semi-ready state. Bakers, confectioners and butchers have had a good month, and clerks, stenographers, delivery employés, have all been busy. All transport workers have been busy, and although work at the docks has been only normal, in other parts of the cities there has been a rush of business in transport, keeping teamsters and expressmen and labourers very busy; freight handlers have not been rushed, but steady work has been in progress.

NOTES.

The month of September was made notable for the workers in this district by the meeting of the Convention of the Trades and Labour Congress of Canada. The Congress met in these cities, September 12 to 17, inclusive, and was heartily welcomed by the civic authorities and the citizens generally. The City Councils of each city provided a meeting place, and donated $500 to each of the Labour Councils of the cities to entertain their visitors. The street railway commission gave all delegates to the congress free transport on the street railway system. On Wednesday afternoon, the delegates and friends enjoyed a trip on Thunder Bay and the river and harbour of Fort William. The extensive works at the dry docks, Port Arthur, and the Grand Trunk Railway, Fort William, thoroughly interested the visitors. The business of the Congress is reported elsewhere, and it is only necessary to state here that the labour men of Port Arthur and Fort William have been greatly helped by the Congress meetings, while the citizens generally have had their interest stimulated in the objects of labour and the method pursued to reach those objects.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During the whole of September the demand for workmen of all classes has been very active. In July, there was a decided tendency on the part of employers, especially those engaged in manufacturing industries, to cut down staffs. The improvement in the crop conditions, however, during August, and the early threshing returns having indicated that the cereal crop generally would be, at least, an average one, caused business to become very active, and fresh confidence was infused into manufacturing and business enterprises. The harvesting operations and the high wages paid had a tendency to draw men away from employment in the city, and some of the manufacturing plants were seriously affected by this movement.

Business generally has been very good. The railroads have been carrying a heavier volume of traffic than usual, and grain has been coming through Winnipeg in about the same volume as last year. The shipments of cattle to Winnipeg have been very much greater than usual and this movement is partly attributed to the shortage of hay and feed generally in southern Manitoba and Saskatchewan, from which points the bulk of the shipments are coming. There is of course, the usual heavy shipments from northern Manitoba, where the conditions have been excellent for cattle, and where the farmers give more attention to this branch of husbandry.

Bank clearings for September 1910 are 26.5 per cent. greater than for September, 1909, and for the nine months of the year to the end of September the increase is 34.8 per cent. The amount of the clearings for September is $76,951,048, and for nine months, $621,213,673.

The strike of the Canadian Northern Railway Company's workmen which was inaugurated on July 7 last, has been brought to a close. Approximately, 500 men were involved. The cause of the strike was dissatisfaction with the award of the Board of Arbitration. On September 27, the men returned to work unconditionally. It is understood that this strike was not sanctioned by the International Union. On September 28, about twenty-eight men returned to work and since that time about a hundred more have applied to be re-instated. Most of the men, however, have secured other employment. From the commencement of the strike the men have been able to get other work and in consequence there was no suffering entailed. A committee was employed to maintain the strike, but the rest of the men appear to have had work from the commencement of the strike.

On September 8, thirty employés of the Manitoba Clothing Company went on strike because of the failure of the management of that Company to recog-

nize a new agreement formulated by the Garment Workers' Union. This new agreement called for a forty-eight hour week, and the following rates of pay: First-class tailor, $22; bushelmen, $17; presser, $20; operator, $22; coat finishers, $12; vest finishers, $10; pants finishers, $10. For working on holidays, double pay. After being on strike for a couple of days the men went back to work pending the arrival of the representative of the International Union, who effected a settlement.

A local branch of the International Brotherhood of stationary firemen, stokers, oilers and helpers, was organized in Winnipeg on September 8. R. W. Parr, Trades' Hall, Winnipeg, was elected president and business agent. The Union starts with a membership of sixty-five.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Threshing operations in Manitoba are practically over, and so far as returns have come to the city, the yield is very much better than anticipated. In some parts of southern Manitoba where it was feared that the crop was an entire failure, wheat has yielded seven or eight bushels to the acre. The late rains improved the pastures, but the hay lands cannot be cropped this year. In the northern parts of the Province, there is abundance of hay and in view of the probabilty of there being a demand for this commodity at higher figures this year, the northern farmers have been cropping as much hay as possible.

A deputation from south-western Manitoba met on September 28, the Honourable Robert Rogers, the Minister of Public Works, discussed the matter of seed wheat and feed required by farmers who had lost their crop and would be placed thereby in a position of embarrassment. It was represented by the delegation that farmers generally in southern Manitoba were able to stand the loss of their crop this year, but there were many who would have difficulty in making arrangements to obtain feed and seed. The delegation also waited upon the railway officials in the city with a view to procuring the co-operation of the railroads in dealing with the situation.

Railway construction.—The improved crop conditions changed the situation in so far as the contractors employed in railway construction are concerned. It was thought that the crop shortage in Dakota and in Manitoba would make available for contractors' camps a larger supply of men than usual, but the demand for harvesters was so pronounced and the wages offered so high that the contractors had difficulty in holding what men they had and have had great difficulty in getting enough men to keep their plant in operation.

Flour milling.—The local mills have been running at full capacity during the month. Export business has not been heavy and the cause is said to be the high price of wheat.

CONDITION OF PARTICULAR TRADES.

Engineering.—All the local iron works are very busy, especially those who give special attention to structural steel. Moulders are also very active.

Building.—During September, the number of building permits issued was, 287 for 330 buildings, at an estimated cost of $804,400. For the same month of 1909, the permits issued numbered 280 for 321 buildings at an estimated cost of $802,950. For the nine months ending September 30, the total permits issued numbered 2,799 for 3,343 buildings at a cost of $13,132,800. Last year for the same period the permits issued numbered 2,112 for 2,487 buildings at an estimated cost of $8,369,750.

All other trades are busy and there are very few workmen looking for jobs.

DISTRICT NOTES.

A report is current to the effect that the Hudson Bay Company will erect in Winnipeg, a new store equal in size to any existing here. The intention of the Company is said to be to further develop its mail order business.

The Point du Bois power development which is being carried out by the City is

making rapid progress. A large party of business men of Winnipeg visited the works during the month. The power house walls are practically completed, and it is expected that the roof will be on and completed before the winter sets in, thus enabling the machinery contractors to proceed with their part of the work during the winter months.

The Winnipeg Electric Street Railway Company is starting operations upon several important additions to tracks.

Operations will commence during the present month upon the erection of a costly building for the Canadian Bank of Commerce.

BRANDON, MAN., AND DISTRICT.

Mr. E. Fulcher, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during September has been very busy, advertisements appearing in the local papers for all classes of labour.

Many large buildings are in process of erection and overtime has been worked on nearly all of them; on the McKenzie re-inforced concrete building the work has been carried on at nights.

Many of the new buildings are nearing completion and already business men are talking of next season's building.

The basement for the new Canadian Northern Railway Hotel and Depot is nearly completed; it is expectd to have the station part finished this winter. The total cost of the building will be $425,000. The Railway Commission has just concluded a session in Brandon. The residents east of First street protested against the application of the Canadian Northern Railway Company to lay transfer tracks on First street, and won their case, the application being refused. The commission also refused to allow the Canadian Pacific Railway Company to lay an industrial spur on the Rosser Avenue Lane.

The City Council asked for the opinion of Professor Herdt of McGill University on the new power scheme for bringing power from Kenora to Brandon. Professor Herdt pronounced that the scheme was impracticable.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Threshing is almost over, and the results are generally known. The crop has proved better than was expected, and though not up to the average, a fair crop has been harvested.

Manufacturing.—The Hanbury Manufacturing Company is still running its sash and door factory overtime, and its saw mill all night.

CONDITION OF PARTICULAR TRADES.

Bricklayers were fairly busy and stonemasons active. Carpenters and joiners, lathers and plasterers were very busy, with painters active; plumbers and gasfitters busy, stonecutters active and builders' labourers very busy. Machinists were busy. Cigar makers were active. Railway employés were very busy. Unskilled labour was also very busy.

REGINA, SASK., AND DISTRICT.

Mr. W. B. McNeil, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Generally speaking labour was well employed throughout the month, there being little or no change from the preceding month. Compared with the corresponding period of last year, labour was more fully employed. In most branches of industry the supply barely met the demands and the prospects are favourable. Buildings continue to be started; in some cases the foundations only are to be constructed this fall.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — With all grain cut, threshing was general throughout the district, though reports received as to the average yield are not very favour-

able. Farm labour is plentiful and weather conditions are favourable.

Manufacturing. — One of Regina's youngest manufacturing concerns—the Egg-O Baking Powder Company is leaving, to make its headquarters at Hamilton, Ont. This action was said to have been taken on account of the high freight rates existing in this part of the country. It was stated recently at one of the railway commission's meetings, that the merchants could send their products from Hamilton to Vancouver for less than they could from Regina, and as the Egg-O Company do a large business at the coast, it was found it would be to their interests to make the move.

The soap industry continues to progress as is evidenced by the increasing staff.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons had a fair month, though there are a few who find no demand for their labour; for owing to an employment agency in Great Britain sending emigrants (bricklayers) to work on the New Legislative Buildings now under construction, who upon arrival find the situation far from expectations. Carpenters and joiners were very busy and at all times meeting the demands. Lathers were much in demand, while plasterers were well employed. Painters and paperhangers were very active as also were plumbers and steamfitters, and stonecutters. Builders' labourers were much in demand. Electrical workers were kept busy, while bicycle workers were quiet. All branches of the printing trade were active, as also were the journeymen tailors and garment workers. Bakers and confectioners were well employed. Butchers and meat cutters were active. The cigar makers were quiet. Barbers were active and in demand, but clerks, stenographers and delivery employés met all demands. Hotel and restaurant employés were active, a steady increase in the demand being noted. Laundry workers were well employed. Commercial telegraphers were very active and much in demand, as were freight handlers. Hackmen, carters and draymen were very busy, also teamsters. An exceptional demand exists for unskilled labour, which has caused employers to increase labourers' wages ten to fifteen per cent.

MOOSE JAW, SASK., AND DISTRICT.

Mr. T. Backus, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was active in all lines during September, with a brisk demand for men in many departments of trade. Last month proved to be the most active of the year as regards building operations, and this is reflected in the large total of building permits taken out. A total of $314,275 was the value of the permits granted. This sum is fifty per cent. higher than that of the previous best month of the year, and represents a percentage increase of 624 over the same month last year. The building figures for August represent work that is actually under way. Included in the total are two sums representing work now proceeding at the Saskatchewan Flour Mills. One for $85,000 applies to the new oatmeal mill and another of $45,000 to improvements and alterations in the present buildings. The two Provincial Government buildings, land titles office and telephone building are also included in the figures given.

For the eight months to date the amount of the permits issued is $897,640, $826,000 of this relating to permits issued since the opening of spring. Last year the total for the year (inclusive of certain improvements undertaken by the city) was $1,500,000. At the present rate of progress, and there appears as yet no diminution in the volume of work proceeding or contemplated, this year's figures will be far ahead of the record of 1909. City work and municipal improvements will reach a total never before approached; such work as the new produce market, isolation hospital and new branch fire

hall will help swell the total and there are yet to come the car barns for the street railway company and power house.

An analysis of the figures for the past eight months and those of the corresponding period last year is interesting. The figures are as follows:—

1909.

January, February and March	$ 7,950
April	161,250
May	25,700
June	118,500
July	35,650
August	42,150
Total	$ 391,200

1910.

January, February and March	$ 58,825
April	153,250
May	207,000
June	83,090
July	81,200
August	314,275
Total	$ 897,600

Increase in eight months, $506,400. Percentage of increase, 130 per cent. City improvements undertaken or provided for this year amount to $940,000. Making a grand total, of buildings to date and improvements of $1,837,640.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—On the whole the month was favourable for harvest operations and most of the grain in this district has been threshed. The yield is very satisfactory. Sharp frosts during the end of the month did slight damage to garden stuff.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, lathers, plasterers, painters, paperhangers and builders' labourers have all been very active, electricians and linemen were also active. Transportation employés busy; also engineers, moulders, iron workers, plumbers, blacksmiths, horseshoers, machinists, and boilermakers. Printing and allied trades all very active. Bakers, confectioners and butchers active, with steady work for barbers, clerks, stenographers, laundry workers and hotel employés. Labourers have been in brisk demand.

EDMONTON, ALTA., AND DISTRICT.

Mr. P. C. Foley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during September was active in all lines. A number of carpenters on the new exhibition grounds were out of employment a short time, on completion of the buildings. These, however, are now employed, as an increased demand has arisen for mechanics, on new residences. Compared with August, a slight increase in demand for skilled and unskilled labour was felt. Compared with September a year ago, the demand for labour was much greater. The supply, however, has been about equal to it. The excavations for the abutments for the high level bridge across the Saskatchewan river, connecting Edmonton and Strathcona, began, and a number of men and teams are employed. Transportation companies are busy. Shipments show a decided increase. Wholesale and retail trade has been good, especially in fruit.

CONDITION OF PARTICULAR TRADES.

Agricultural operations received a temporary check, owing to wet weather.

Bricklayers and masons were fully employed, the demand sometimes exceeding the supply. Carpenters were busy, with supply about equal to demand. Painters reported trade quiet for this time of year, supply being in excess of demand, and a number idle. Plumbers and steamfitters were fairly well employed, with supply and demand about equal. Builders' labourers were well employed, but the supply is equal to demand. Iron workers were busy, also electrical workers and linemen and blacksmiths. In all building trades an increased demand over September, 1909, was shown. The sheet-metal workers were on strike for about a week. This, however, has been settled satisfactorily. The lathers also went on strike for an agreement and a slight advance in wages. Up to the present, this trouble has not been adjusted. The

printing and allied trades have been busy, also the clothing trades. Bakers, confectioners, butchers and cigar makers were busy. Employés of all transportation companies were busy; this was especially true of street car employés, the number of passengers carried during August, 1910, being double those carried during August, 1909.

The volume of business done in Edmonton, for the first eight months of 1910, and for last year, has been furnished by the Secretary of the Board of Trade, as follows:—

	1908	1909	1910	P.C Inc. 1910 over 1909
Customs Returns.	$ 142,143	$ 176,768	$ '219749	25
Building Permits.	738'924	*1,468,472	1,648,442	12
Bank Clearings . .	24,564,396	31,732,614	42,028,729	32
Post Office (Stamps Only).	37,070	47,415	51,553	9
Street Railway.				
Passengers carri'd		1,219,238	2,299,762	88
Revenue.		$ 50,279	$ 99,198	97

LETHBRIDGE, ALTA., AND DISTRICT.

Mr. J. M. Ritchie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The conditions for employment during the month of September have been fully better than in August, owing to men leaving for other points to engage in harvest operations and new mining operations. The extensive works entered into by the City of Lethbridge, grading streets, laying water in new streets, sewerage, and excavations for new buildings, gave work to many. There has been exceptional activity for bricklayers, and in stone work on buildings. Wood constructions are giving place to fire-proof buildings. Business is on the increase and warehouses are being built to meet the demand. Wages and hours for labour remain the same, and there were no labour disturbances during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The prospects for farming are very good. Rain commenced to fall about the middle of the month, raising the hopes of farmers and others, and having a general tendency to encourage enterprises. A greater rain-fall in the fall of the year is needed here.

Mining.—Miners were busy on development work. This promises to be one of the most important districts for coal mining in the Dominion of Canada. The Diamond City Coal Company is getting ready for a larger output of coal, opening up the mine, building new power houses, &c. The Lethbridge Collieries are putting down two shafts, with about 150 men employed. The Royal Collieries have built a new tipple and other houses to carry on operations on a more extensive scale. The Galt Coal Company is working full time, and shipping coal daily.

CONDITION OF PARTICULAR TRADES.

The conditions in the various trades have remained much the same as in the month of August. Bricklayers were busy and masons in demand. Carpenters and joiners were rather dull; many men have left during the month. Lathers and plasterers were rather dull. Plumbers had fair employment during the month. Stonecutters were busy, and labourers very busy. Stove mounters and woodworkers were fairly busy. Printers and pressmen were very busy. Journeymen tailors were very busy. Bakers and confectioners were very busy supplying surrounding district. Clerks and stenographers were busy, and hotel and restaurant employés very busy. There was a demand for teams on city work. Unskilled labour was in demand, owing to the activity of building and the amount of work the city is doing.

NELSON, B.C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout Kootenay district,

during the month of September, was quiet, the supply slightly exceeding the demand for both quartz and coal miners.

The Highland Mine at Ainsworth recently leased and bonded by the Kootenay Silver-Lead Mines, Limited, has resumed operations with a force of about twenty-seven men, which force they expect to increase as development may justify.

The Slocan-Star Mine at Sandon has once more resumed work with a force of about twenty-five men, after having passed through several years of litigation, which caused a suspension of operations.

The Molly Gibson Mine, tributary to Kootenay Lake, has been taken over by the Trail Smelter Company, which has a small force employed making preparations to operate the property on an extensive scale.

The Corbin Coal & Coke Company has about 350 men on the pay-roll, and reports a greater demand for coal than it can supply. It cannot, however, secure cars enough from the railway company, and the workmen have lost a few days this month.

The Crow's Nest Pass Collieries at Michel and Coal Creek are working the men about half-time on an average this month, owing to shortage of railway cars, and a temporary reduction in demand for coke, though so soon as the railway company can release sufficient cars from the wheat carrying traffic it is stated that the coal mines will work full time. Thus the shortage in work is only temporary. However, a further influx of miners into this district during the winter months would only be over supplying the labour market.

The Assistant Horticulturist for the Kootenay-Boundary district is reported as estimating that the district has produced fifty-eight car loads of apples this year, distributed as follows:—

Boundary District, 36 cars.
Lake and River Kootenay and Slocan, 12 cars.
Arrow Lake District and Columbia river, 5 cars.
Creston District, 5 cars.

The fifty-eight car-loads of apples produced this year does not include by any means all the fruit that has come off the ranches. Of plums and prunes, there are seven car-loads, and one car-load of pears, bringing the total production of large fruits up to sixty-six cars.

The new lumber mill at Castlegar has commenced operations. It has a capacity of 60,000 feet per day, and will employ from thirty to forty men when running at full capacity.

The Canadian Pacific Railway Company officials have announced that the depot at Nelson is to be enlarged.

C. W. Sharp & Son, of Winnipeg, are reported as having received the contract for the construction of the Canadian Pacific Railway Tourist Hotel at Balfour, on Kootenay Lake, the building to be completed by May 1, 1911, at a cost of $150,000.

The customs receipts for the Port of Nelson during August reached the sum of $9,212.81, a slight increase over the same month in last year. The Inland revenue receipts amounted to $3,034.84 for the same month.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. J. P. McMurphy, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Unskilled labourers are in demand in and around New Westminster at the present time, and will be for some time to come, the City Council having let the contract for a further extension of the main street, in addition to seventeen thousand dollars worth of paved side-walks.

As the days pass, and construction work on the Pacific section of the Canadian Northern Railway becomes more advanced, the work becomes more rushed, and to-day there are nearly 900 men employed on the work between Port Main and Matsqui, the end of the first section. The Canadian Western Lumber Company is extending its large plant at Fraser river mills, and within a short time this Company will give regular employment to one thousand men. Almost all the different trades reported plenty of work, especially the sheet-metal workers; and

in this particular trade the supply is not equal to the demand.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers, with but few exceptions, are prosperous, the crops, which were very good, being safely harvested. The following quotations are the latest from the city market:—

Beef, hindquarters, per lb. 8½ to 9½ cents.
Beef, forequarters, per lb., 7 to 8 cents.
Lamb, per lb., 14 cents.
Mutton, per lb., 12 cents.
Veal, large per lb., 8 to 9 cents.
Veal, medium, per lb., 11 to 12 cents.
Pork, prime, per lb., 12½ to 13 cents.
Eggs, wholesale, per doz., 43 to 45 cents.
Eggs, retail, per doz., 45 to 50 cents.
Butter, wholesale, per lb., 30 cents.
Butter, retail, per lb., 35 cents.
Fowl, per dozen, live, $9 to $11.
Chickens, per doz., live, $5.50 to $8.
Broilers, per doz., $4 to $5.
Ducks, per dozen, $9 to $11.
Potatoes, new, per ton, $18 to $20.
Onions, per sack, $1.50.
Turnips, per sack, 50 cents.
Carrots, per sack, 75 cents.
Parsnips, per sack, 75 cents.
Apples, wholesale, per box, 70 to 90 cents.
Plums, wholesale, per crate, 30 to 40 cents.
Prunes, per crate, 40 to 50 cents.
Pears, wholesale, per box, 60 to 75 cents.
Cucumbers, per dozen, 30 cents.

Fishing on the Fraser river is fairly active for this season of the year, and the men who follow this calling are doing very well.

Lumbering.—Business continues to be very good. All the mills hereabout are working to their fullest capacity.

Railway construction. — Steam and electric railway construction is in full progress in this vicinity, and is giving employment to a large number of men. The British Columbia Electric Railway Company expects to have its road to the City of Chilliwack completed in about a month's time.

CONDITION OF PARTICULAR TRADES.

In nearly every case the building trades were busy. Bricklayers, masons, carpenters, lathers and plasterers were all working, as were plumbers and builders' labourers. Sheet-metal workers were all busy. Owing to the machinists being still on strike, the foundry employés were affected. Electrical workers, linemen, blacksmiths and horseshoers were active. Woodworkers, upholsterers, varnishers, electric car builders and shingle weavers were busy, as were the printing and allied trades. Cigar makers were only fairly active, but barbers, delivery employés, laundry workers and street railway employés were all working full time. Unskilled labourers were in demand.

VANCOUVER, B.C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Unusually fine weather prevailed, and building operations were carried on with activity. A lull will ensue when the wet season sets in. Hard wheat flour, after jumping to $7.40 a barrel early in August, has fallen now (September 24) to $7.10. All other lines of provisions were firm. Transfers in real estate were numerous, but the interests involved were small.

The logs scaled at this port in August were 78,000,000 feet; in August, 1909, 42,000,000; in June, 1910, 70,000,000. These are record figures. The price has fallen from $8.50 per thousand, to $7.50.

There was a fair amount of trading on the local exchange in Portland Canal mining shares. Large shipments of salmon were made to the Orient and Great Britain. With a catch of 225,000 lb. of halibut, the fisher *Flamingo* arrived in port on the eighteenth instant.

The total weekly bank clearings for the week ending September 15, are $9,222,577, as compared with $6,911,622 of last year. The figures for the corresponding week of 1908 were $4,129,791. While over the nine million dollar mark, the clearings this week do not constitute a record. The biggest week in the history of Vancouver was that ending May 5, when the clearings totalled $9,428,636. Other big weeks this year were April 21, $9,237,654; June 30, $9,294,618; July 14, $4,153,451; July 21, $9,094,975.

The Medical Health Officer stated that the unskilled labourers seeking work usually come here in the slack season, and for obvious reasons are not particularly

wanted then. In the winter of 1907–8 the civic authorities were obliged to start relief work, and Dr. Underhill does not want to see a repetition of such conditions during the coming winter.

Organized labour observed Labour Day with a large parade, and held games at Stanley Park. The shingle mills were all busy.. The Trades and Labour Council decided to ask the City Council to place the minimum wage at $3 for eight hours for city work. The Trades and Labour Council will assist the waitresses' union to have the following agreement signed by hotel and restaurant proprietors:—

"We, the undersigned, do hereby agree to employ union waitresses and to apply to the secretary of the waitresses' union when there is a vacancy in my place, all of which I agree to do for a term of one year, from September 1, 1910. The waitresses' union, in consideration of the signature herein contained, do promise the support of the local unions and the central bodies in Vancouver to support houses displaying the card of the Waitresses' Union, Local 766, Vancouver."

In furtherance of this, it was resolved by the central body to interview the licensing commissioners, in order to have a clause inserted in hotel and restaurant licenses providing that no Orientals be employed on these premises.

The Western Canada Power Company has spent $3,000,000 on its plant at Stave Lake, to supply electric power for Vancouver. By January next, it will be ready to furnish 30,000 horse power.

The Bank of Ottawa has started the erection of an eight-storey building at the corner of Seymour and Hastings streets, to cost $250,000. A new fourteen-storey wing, 50 x 200 feet, will be added to the Canadian Pacific Railway Company's hotel, Vancouver.

Marc Klaw, New York, announced that his company will build an opera house, costing $250,000, aside from the lots. It will seat 2,000 people.

The last sailing of vessels to the far north is set for October 17.

The City's percentage share of the British Columbia Electric Railway Company's earnings for August was $5,409.44. The total paid to date this year amounts to $26,760. The ratepayers, on November 5, will vote on a loan by-law for $500,000, for sewers, and also upon the advisability of electing a board of control for the city. The new lodging by-law provides the minimum size of rooms shall be 9 x 6 feet, and 8 feet in height.

The report of the Provincial Chief Fire Warden for August showed that 3,572 men were employed at a cost of $40,669.-50., while $18,592.95 was estimated to have been spent by companies. The forest fires were smaller than in July.

The endless chain or belt system, instead of the line and hook, will in future be used at this port in unloading Pacific coast vessels.

DISTRICT NOTES.

South Vancouver.—The Reeve stated that the council could not get tenders for road improvements, on account of the scarcity of labour. Building operations were active.

North Vancouver.—The Council decided to spend $10,500 on the sewerage system.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market in this district, has not shown much change from last month; although there have been more men coming here looking for work than during the summer months.

There has been a good deal of activity on public works, owing to the large contract entered into by the city for sewerage and cement sidewalks as well as for repairs to the Water Works system. Commercial activity has been shown by the large number of people arriving and departing on boats and trains. Merchants in the wholesale and retail trades report business as good. There have been no changes in hours of labour or rates of wages.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—There is little activity among the fishermen in this district at present. The whale fishing stations on the West Coast of the Island are working to their full extent as whales are abundant this year.

Lumbering.—The saw mills in the city and district are working steadily with favourable prospects. The logging camps of the district all are going full time, the output being very large.

Mining.—The coal mines of the city and district are working full time. A large sum of money is to be expended on the improvement and extension of the Wellington and Cumberland mines. Quartz mining in the district is quiet.

Railroad construction is being pushed as fast as practicable. Some of the new roads will be opened by the first of next month. The Canadian Pacific Railway Company is still clearing and opening up land for settlement.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were active. Carpenters and joiners were very active, owing to the large number of residences in the course of erection in this city and district. Painters and paper hangers were active, as were plumbers. Builders' labourers have been well employed during the month. Blacksmiths and carriage makers were active. Printers have been fairly active during the month. Teamsters and expressmen reported work as good. Unskilled labour has been very active, the demand and supply being fairly equal.

THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF SEPTEMBER, 1910.

DURING the month of September four applications for the establishment of Boards of Conciliation and Investigation were received, as follows:—

1. On behalf of the maintenance-of-way employés of the Canadian Pacific Railway Company, the dispute affecting, it was stated, 4,000 employés.
2. On behalf of the maintenance-of way employés of the Grand Trunk Pacific Railway Company, the dispute affecting, it was stated, 1,000 employés.
3. On behalf of the maintenance-of-way employés of the Canadian Northern Railway Company. the dispute affecting,it was stated, 1,800 employés.
4. On behalf of the deckhands, members of the Sailors' Union of the Pacific, empolyed at Vancouver and Victoria by the Canadian Pacific Steamship Company, the dispute affecting, it was stated, directly, eighty-six employés, and indirectly, fifty employés.

Reports Received.

During the month of September reports were received in the cases of two disputes as follows:—

1. In the disputes between the various Shipping Companies doing business at the Port of Montreal and the Ship Liners of that Port. In this case a minority report was also received, bearing the signature of Mr. J. H. Lauer.
2. In the dispute between the British Columbia Electric Railway Company and its linemen.

Other Proceedings under the Act.

In the application of the maintenance-of-way employés of the Canadian Pacific Railway Company, for the establishment of a Board of Conciliation and Investigation it was stated that the dispute related to demands on the part of the employés concerned for an increase in the rates of pay and a revision of the rules of the current schedule, their contention being that there should be a standard schedule covering all manitenance-of-way employés on the entire system of the Canadian Pacific Railway Company. The number of employés concerned in this dispute was placed at 4,000. A Board was established by the Minister of Labour on September 12,

and was constituted as follows:—Mr. F. H. McGuigan, of Toronto, Ont., member appointed on the recommendation of the employing Company; Mr. W. T. J. Lee, of Toronto, Ont., member appointed on the recommendation of the employés; and His Honour Judge D. McGibbon, of Brampton, Ont., Chairman, appointed by the Minister in the absence of any joint recommendation from the other two members of the Board.

In the application of the maintenance-of-way employés of the Grand Trunk Pacific Railway Company for the establishment of a Board of Conciliation and Investigation, it was stated that the dispute related to demands on the part of the employés concerned for an increase in the rates of pay and a revision of the rules of the current schedule. The number of employés concerned in this dispute was placed at 1,000. A Board was established by the Minister of Labour on September 15, and was constituted as follows:—Mr. J. W. Dawsey, of Melville, Sask., member appointed on the recommendation of the employing Company; Mr. W. T. J. Lee, of Toronto, Ont., member appointed on the recommendation of the employés; and his Honour Judge D. McGibbon, of Brampton, Ont., Chairman, appointed on the joint recommendation of the other two members of the Board.

In the application of the maintenance-of-way employés of the Canadian Northern Railway Company for the establishment of a Board of Conciliation and Investigation it was stated that the dispute related to demands on the part of the employés concerned for an increase in the rates of pay, and a revision of the rules of the current schedule, their contention being that there should be a standard schedule for all maintenance-of-way employés on the entire system of the Canadian Northern Railway. The number of employés concerned in this dispute was placed at 1,800. A Board was established by the Minister of Labour on September 12, and was constituted as follows: — Mr. F. H. McGuigan, of Toronto, Ont., member appointed on the recommendation of the employing Company; Mr. W. T. J. Lee, of Toronto, Ont., member appointed on the recommendation of the employés; and His Honour Judge D. McGibbon, of Brampton, Ont., Chairman, appointed on the joint recommendation of the other two members of the Board.

In the application on behalf of the deckhands employed by the Canadian Pacific Steamship Company, at Vancouver and Victoria, B.C., for the establishment of a Board of Conciliation and Investigation, it was stated that the dispute related to demands on the part of the men for increased compensation for holidays and overtime, a reduction in working hours, and improved conditions of employment. The number of employés concerend in this dispute was placed at eighty-six, directly, and fifty, indirectly. A Board was established by the Minister of Labour on September 20, Mr. James H. McVety, of Vancouver, B.C., being appointed on the recommendation of the employés. At the close of the month correspondence was still in progress with respect to the final constitution of the Board.

I. REPORT OF THE BOARD IN DISPUTE BETWEEN THE VARIOUS SHIPPING COMPANIES DOING BUSINESS AT THE PORT OF MONTREAL AND THE SHIP LINERS OF THAT PORT.

THE Acting Minister of Labour received on September 16, the report of the Board of Conciliation and Investigation to which had been referred certain differences between the various shipping Companies doing business at the Port of Montreal, and the ship liners of that Port; on September 17, a minority report was also received, bearing the signature of Mr. J. H. Lauer, of Montreal, Que., member appointed on behalf of the employing Companies.

The differences in question related to wages, hours and conditions of employment.

The Board which was appointed to

investigate this dispute was composed of Mr. W. D. Lighthall, K.C., of Montreal, Que., Chairman, appointed by the Minister, in the absence of any joint recommendation from the other members of the Board; Mr. J. W. Lauer, of Montreal, Que., member appointed on the recommendation of the employing Companies and Mr. George Poliquin, of Montreal, Que., member appointed on the recommendation of the employés. The Board was convened in Montreal on August 23 and continued to hold sittings until September 13.

The Board was unanimous in its findings with regard to all points at issue, except the questions of a minimum rate of wages, the Chairman and Mr. George Poliquin concurring in recommending a rate of 25 cents for day and 32 cents for night work. The Board reported that the ship liners had withdrawn their request that hiring should be made by the foreman and that ship liners should make repairs instead of the carpenters on board. A memorandum by the Chairman was attached to the report, giving the reasons for his final decision.

In his minority report, Mr. J. H. Lauer, of Montreal, Que., expressed regret that he had been unable to agree with the majority of the Board, but submitted that the weight of evidence did not justify the demand for an increase of wages.

On the sixteenth of the month, the Department was informed that the ship liners of the Port of Montreal had accepted the findings of the Board for a period of one year from the date of the award.

On September 30 the Department was informed that a meeting had been held in Montreal on September 29, of the representatives of the various shipping Companies concerned in this dispute, and, "that in view of the findings in the minority report, they respectfully regret that they cannot see their way clear to accept the findings of the majority report."

Report of Board.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:—

Montreal, September 13, 1910.

In re

The Industrial Disputes Investigation Act 1907, and in *re* the Shipping Companies of the Port of Montreal, employers, and the shipliners of the Port of Montreal, employés.

F. A. ACLAND, ESQ.,
Deputy Minister of Labour,
Ottawa.

DEAR SIR.—The undersigned members of the Board of Conciliation, appointed in this matter, beg respectfully to report as follows:—

Their first meeting was held on the twenty-third August, 1910, and subsequent meetings on the twenty-ninth, thirtieth in the morning, and thirtieth in the afternoon, on Tuesday, September 6, 7, 9, 10 and 13. Several delays having occurred at the request of the parties.

After hearing witnesses and the production of statistics and having prolonged discussions on the various questions raised the Board has come to the following conclusions:—

1. The Board has all agreed on the following points:—

(*a*) The working hours shall be from 7 o'clock a.m. to 12 o'clock noon, and from 1 o'clock p.m. to 6 o'clock a.m., for night work; night meal to be taken between 11 o'clock p.m. and 12 o'clock midnight, each man being entitled to one hour, and ship owners to supply night meal either by ticket or cash to the value of 20 cents. The Board recommends the ticket system in preference to cash, and that the various superintendents satisfy themselves that good value is given by the restaurants.

(*b*) No meal hours shall be paid for unless worked, and in this case shall be paid at double rate.

(*c*) Sunday work shall be paid for at double rate.

(*d*) Waiting time shall be paid only from the time ordered. Day time at day rate; night time at night rate.

The Shipliners withdraw their request that hiring be made by the foremen, and that shipliners shall make repairs instead of the carpenters on board.

2. With regard to minimum rate of wages, the Board do not agree, the majority, composed of the Chairman and Mr. Poliquin, representing the employés, concur in recommending a rate of 25 cents day, and 32 cents night work.

The minority, being Mr. Lauer, representing the employers, will present a minority report, to be attached hereto.

The whole is respectfully submitted.

(Sgd.) W. D. Lighthall,
Chairman.
George Poliquin,

(Sgd.) J. H. Lauer,
Representing the Shipping Company's Minority Report.

Memo of reasons of Chairman (among others) for his final decision or report.

1. Increase as recommended, (25 cents day, 32 cents night) is as nearly as possible equal to an increase of 2 cents an hour on the day basis—the night being reduced from 33¾ cents at present obtained. This 2 cent rate totals about 25 cents per day. That an increase was fair is deducible from, among other facts, the recent increase to the longshoremen, whose business is comparable with that of the shipliners.

2. The longshoremen received 27½ cents per day and their night rate was at rate of day and a half, They now receive 30 cents day and 35 cents night, which is regarded as an increase, and intended as such. (Some received a bonus, but for an extra cause.) The present recommendation is comparable generally with this, as being on the principle of an increase.

3. A larger increase would be unfair to the employers and probably out of proportion to other trades. The longshoremen, for example, though not having the grade of skill possessed by the shipliners, more than make it up in the heavy nature of their labour and ought to receive somewhat more than shipliners. Shipliners compare in some respects with the ordinary carpenters in shop-employment, but though they require a less measure of skill, the work is more intermittent and exposed, hence their hour rates should equal these.

4. There was no convincing evidence that the increase recommended would injure the trade of the port or cause loss to the employers. The trade, a number of years ago, was much larger, but appears subject to only ordinary fluctuations in its present value.

5. The employers offered an increase of 1 cent a day hour. The increase recommended by me was 1 cent more. If this be accepted and an agreement settled on that basis, it will be better than an unsettled condition of affairs. The same employers gave the longshoremen a bonus of 2½ cents for steady season engagement.

September 14, 1910.

(Sgd.) W. D. Lighthall,
Chairman.

Minority Report.

The text of the minority report of Mr. J. H. Lauer, is as follows:—

Eastern Townships Bank Building,

Montreal, September 15, 1910.

F. A. Acland, Esq.
Deputy Minister of Labour
and Registrar of Boards of
Conciliation and Investigation,
Ottawa, Ont.

Sir,—

In the matter of the Industrial Disputes Investigation Act, 1907, and in the matter of differences between the various shipping Companies doing business at the port of Montreal and the shipliners at Montreal.

I regret to be unable on the part of the Shipping Companies herein represented to concur in the award rendered by the majority of the Board, as I respectfully submit that the weight of evidence adduced on both sides does not justify the demand for an increase of wages.

The reasons which lead me to this deliberate conclusion have already been stated in a general way in the memorandum submitted under date of September 5, 1910, to the Chairman, and which I have asked to be embodied in the Board's report as giving a just and accurate state-

ment of the actual conditions existing in this port at the present moment with reference to the shipping and transportation of cattle. I now propose to sum up these conclusions as briefly as possible:—

(*a*) It is an obvious truism that capital will always seek the cheapest market for its supplies, whether of materials or labour. If a line of business is unremunerative it will in the very nature of things be dropped sooner or later. We have just about reached that point now at which cattle shipping has ceased to be a paying branch of the business. The export cattle trade, unfortunately, has shown a marked decline during the past few years, both in the number of cattle shipped, and the freight-rates obtained by the Shipping Companies. Indisputable evidence has been tendered by leading exporters, as well as by the Companies, that rates at present are actually producing a loss. The following authentic figures, compiled from the actual records of cattle shipments and cattle rates during the past two or three years, were put in evidence, and are not disputed:—

Cattle Rates.

1909	Highest,	32%	Lowest,	25%.
1910	"	30%	"	20%.

Whereas the figures of thirty per cent. per head may be regarded as a fair standard price for reasonably remunerative transportation, the figure this year has averaged less than twenty-five per cent. There is also a keen competition from American ports, exporters producing telegrams from Boston and Philadelphia quoting rates as low as fifteen per cent. and even ten per cent. per head, the desire apparently being to capture Canadian business even at a dead loss. Business once diverted from this port would be difficult, if not impossible, of recovery; and failing this traffic, there evidently would be no need of any shipliners.

Cattle Shipments.

From May 1 to July 31 inclusive, we have the following figures:—

1908.	1909.	1910.
37,943	39,071	28,209

It has been claimed by the other side that the balance of the season, August to November, would reverse all this. On the contrary, the figures for these months show a still heavier loss:—

1908.	1909.
73,084	57,079

Under these circumstances, much as the Companies might desire to see their employés participate in any profitable enterprise, the present outlook in the cattle trade certainly does not warrant loading an unprofitable line of cargo with still greater charges.

The following significant statements were made at the last session by the leading steamship Company:—

1. "The net profit in carrying cattle at "present is so small and the competition "so keen that any increase in wages will "tend to divert the business to American "ports. A large percentage of our Cana-"dian cattle are to-day moving in that "direction.

2. "If the increase in lumber, supplies "and wages go on increasing in the same "ratio as in the past, the question as to "whether it will be profitable to handle "cattle or not is a matter which ship "owners will be obliged to give serious "consideration. Our cattle question for "the future seems a doubtful and un-"satisfactory problem. In my opinion "it would be against the interests of all "concerned, including the men, to add "one cent more to the cost of handling "cattle."

(*b*) We are not dealing here with "skilled labour." The shipliners are really "helpers or handy-men," and the current rate of wages for unskilled to partly skilled labour is at present $1.75 to $2.25 per day. It must also be borne in mind that a fair to a good journeyman carpenter is earning to-day, 25 cents to 30 cents per hour, and we cannot compare this skilled mechanic requiring a $100 kit of tools with the average shipliner whose only requirements are an axe and a saw, needed to erect rough partitions on board for cattle.

(c) It must further be remembered that the present rate of wages of 22½ cents for day work, really represents far more actual earnings than is apparent at first sight. A large part of the work is night work, paid for at time and one-half, and occasional Sunday work at double time. The actual pay-sheets for the current year were produced, showing that the average pay for steady employés runs from $12 to $16.25 per week, and in the case of foremen even up to $21.55 and $25 per week; so that this class of work cannot justly be termed under-paid. The combined average pay of day and night work, with 2 cents an hour added for the meal paid for by the Companies, actually brings the all-round rate of wages up to about 30 cents an hour, equal to the pay of the best carpenter mechanics in the city. It has also been shown that since the year 1900 the rate of pay has steadily increased with the cost of living, rising from 16 cents an hour in that year, to 22½ cents at present.

As the representative of the Shipping Companies on the Board, I regret to be unable to concede an increase in the minimum rate which must stand as under:

Ship Liners.—Day work, 22½ cents; night work, 33½ cents; double time as specified in my schedule, 45 cents per hour. These rates also cannot be applied to what is known as "Wood Passers" who are admittedly paid a lower rate, and whose wages must be a matter of arrangement between them and their individual employers.

I wish to emphasize that the various representatives of the Companies testified under oath that their relations with the men were entirely friendly, and that no complaint had been made to them.

It is a matter of history that some years ago the well-known P. & O. Company, of London, then had their shiplining and veneering done in London. A strike of French polishers ensued, with the result that now the P. & O. Company have all their ships re-fitted in Bombay, at far less cost, and the whole business is lost to the Port of London. It has also been admitted by the representative of the shipliners that with only two or three exceptions the steamers trading to this Port now have permanent cattle fixtures erected on the other side, where the labour is cheaper. It not the inference obvious?

The foregoing proves conclusively that the present demand is not opportune; it is doubtful if there is any general demand behind it. And finally, if persisted in, I do not hesitate to warn the shipliners that they are being misled as to the present condition of the cattle trade, and are in danger of seeing their very livelihood depart forever from the Port of Montreal. This is precisely what has already taken place in the Port of Quebec, where the former flourishing shipping industry has been permanently destroyed by incessant labour troubles, and which port now stands black-listed in all ship chartering guides, as a place to be avoided because of unsatisfactory labour conditions.

The whole of which is respectfully submitted.

(*Signed*) J. H. Lauer,
Representative of the Shipping Companies on the Board

I. REPORT OF BOARD IN DISPUTE BETWEEN THE BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY AND LINEMEN IN ITS EMPLOY.

[N the September number of the *Labour Gazette* reference has been made to the satisfactory settlement which was reached between the parties concerned in this dispute through the efforts of Mr. Albert E. Beck, of Vancouver, B.C., member appointed on behalf of the employing Company, and Mr. James H. McVety, also of Vancouver, B.C., member appointed on behalf of the employés.

On September 12, the Minister of Labour received the formal report, signed by the two members of the Board of Conciliation and Investigation, and in a communication which accompanied the report, the following statement was made: "Believing the purpose of the Industrial Disputes Act to be conciliatory, we felt justified in using every available means to settle the dispute without completing the

Board, and giving the matter undue publicity, and in this we were sucessful, thanks to the fair spirit shown by Messrs. Sperling and Payne, General Manager of the Company, and Business Agent of the Linemen, respectively."

Report of Board.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:—

VANCOUVER, B.C.,
September 6, 1910.

F. A. ACLAND, ESQ.,
Deputy Minister of Labour, and Registrar,
Ottawa, Ont.

Dear Sir,—

In connection with the dispute between the British Columbia Electric Railway Company and linemen in the Company's employ, we beg to report as follows:—

On receipt of notice of our appointments as representatives of the employer and employés, respectively, meetings were held on August 26, 27, 29, 30 and 31.

After discussing the selection of a Chairman for some time, we dicided to investigate the merits of the dispute referred for adjustment, in the hope that an arrangement could be arrived at without the necessity of completing the Board by the selection of a Chairman. Representatives of the Company and the linemen were brought together, and after some discussion and consideration, an arrangement was finally arrived at whereby the dispute was settled satisfactorily to all parties concerned.

The necessity for the appointment of a Chairman, therefore, no longer exists, this report concluding the investigation.

Yours truly,

(*Signed*) A. E. BECK,
Representing the Employer.

(*Signed*) JAS. H. MCVETY,
Representing the Employés.

THE TRADES AND LABOUR CONGRESS OF CANADA.—TWENTY SIXTH ANNUAL CONVENTION.

THE twenty-sixth annual convention of the Trades and Labour Congress of Canada was held in the cities of Fort William and Port Arthur, Ont., from the twelfth to the seventeenth of September, 1910. The sessions of the first three days were held in the auditorium at Fort William, while the remaining meetings took place in the Finnish Labour Temple in Port Arthur.

At the opening session in Fort William, Mr. Lionel Coursolle, and Mr. James Booker, the presidents of the Trades and Labour Councils of Fort William and Port Arthur, respectively, welcomed the delegates on behalf of organized labour, while His Worship, Mayor L. L. Peltier, of Fort William, extended the civic welcome. Mr. Alphonse Verville, M.P., of Maisonneuve, Que., Mr. Allan Studholme, M.P.P., of Hamilton, Ont., Mr. A. W. Puttee, ex-M.P., of Winnipeg, Man., Mr. Donald McNabb, ex-M.P.P., of Lethbridge, Alta., Mayor George Hastings, of Guelph, Ont., and Mr. John J. Manning, of Troy, N.Y., fraternal delegate from the American Federation of Labour, also spoke at the opening proceedings. At a subsequent meeting, Mayor I. L. Matthews, of Port Arthur, extended greetings to the delegates.

Opening Proceedings.

The first business transacted after the Convention had been declared open by the president, Mr. William Glockling, of Toronto, Ont., was the adoption of the report of the Credential Committee, which showed 158 delegates entitled to seats. Thirty-eight of these represented twenty-three trades and labour councils, and 120 delegates were sent by 107 international trades unions. One fraternal delegate was present from the American Federation of Labour.

The president submitted a report of his attendance at the convention of the Am-

erican Federation of Labour, in Toronto, Ont., in November, 1909, as well as of the organizing work done, the union affiliations secured and the places visited in the interests of the Congress during the past year.

Mr. Andrew Boyd, of Port Arthur, Ont., presented a report of his efforts in securing the affiliation with the Congress of unions in Fort William and Port Arthur, Ont.

Mr. W. R. Trotter, of Winnipeg, Man., gave a detailed statement of the localities visited in the Western Provinces, in securing affiliations, while Mr. J. C. Watters, of Victoria, B.C., reported along similar lines for the City of Victoria and other places in the Province of British Columbia.

Report of the Executive Council.

The following is a summary of the reports of the Executive Council and Provincial Executive Committees, as submitted to the delegates at the opening session:—

The report of the Executive Council referred to the great industrial activity of the past year, and the country's continued prosperity. Under the head of International Peace, the opinion was expressed that the electorate should have been given an opportunity of expressing its views on the question of the establishment of a navy for Canada. The Executive recommended that continued efforts be made to promote the efforts of those who believe in international peace. The withdrawal of the Bill introduced in the Senate to place trade unions in the category of illegal associations was referred to. On the question of the eight-hour day on Government work, it was stated that the agitation would have to be vigorously continued in order to offset the action of the opponents of the measure. Pleasure was expressed in the appointment by the Dominion Government of a Commission on Industrial Training and Technical Education, to which the nominee of the Congress had been appointed. On the question of immigration it was stated that systematic endeavours are being made in Canada and Great Britain by immigration societies and employers to evade the provisions of the law. The various trades unions in Canada should watch such efforts closely and protest when necessary. The Executive suggested that the provincial legislatures should be urged to pass a law requiring that when statements are made public as to the number of men wanted, the name of the employer should be published, as well as the wages to be paid, and the hours to be worked. Attention was drawn to Section 38 of the Immigration Act, as follows:—

"The Governor-in-Council may by proclamation or order whenever he deems it necessary or expedient (c) Prohibit for a stated period or permanently the landing in Canada or the landing at any specified port of entry in Canada of immigrants belonging to any race deemed unsuited to the climate or requirements of Canada, *or of immigrants of any specified class, occupation or character.*"

It was recommended that every advantage of this provision of the Act be taken to prevent the influx of strike breakers during the time of industrial disputes. Another section of the Act may also be invoked for this purpose, *viz.*, Section 3, Sub-Sections 7 and 8, which prohibits the entry of professional beggars or vagrants or persons likely to become a public charge, and immigrants to whom money has been given or loaned for the purpose of enabling them to qualify for landing in Canada. The annual interview of the Executive with the Federal Government was held, when the wishes of the Congress regarding legislation were made known. The supremacy of the Congress as the mouthpiece of organized labour in Canada was referred to and the opinion expressed that where trades and labour councils are chartered by the Congress they should not be required or requested to take out charters from the American Federation of Labour, and the recommendation was made that the Executive be authorized to take steps to have such efforts discontinued. The formation of provincial federations in each province along the lines of state federations in the United States, with charters from the Congress, was strongly recommended, and the further recommendation was made that the incoming provincial executive committee of the Congress take the initiative in organizing

such federations. For the purpose of co-operating with the farmers for mutual protection it was recommended that a special committee be appointed to take up the matter at the earliest opportunity. The Executive reported having secured amendments to the Industrial Disputes Investigation Act which placed the onus of asking for a board of investigation on the parties proposing a change in working conditions. The passage of the Combines Investigation Act was referred to. As a protection to trade unions the following clause had been inserted by the Minister of Labour: "This Act shall not be construed to repeal, amend or in any way affect the Trade Unions Act, Chapter 125 of the Revised Statutes, 1906." The placing of cable companies along with express, telegraph and telephone companies under the jurisdiction of the Railway Commission was commended, and Congress asked to re-affirm its position on the State owning and operating all public utilities. After referring to the action brought by the Buck Stove & Range Company against the American Federation of Labour, the Executive referred to the efforts of the Central Immigration Board of London, England, to establish labour exchanges in Canada and expressed disapproval of the scheme. The Executive called attention to the continued success of the British Labour Party, as well as the favourable result of the elections to the Labour Party in Australia, and stated that renewed action should be taken to convince the workers of the desirability and necessity of sending their own representatives to Parliament. Reference was made to the success of the strike of the members of the Order of Railroad Conductors and Brotherhood of Railroad Trainmen on the Grand Trunk Railway System, for the standardization of rates of pay and working rules with those adopted by other roads in the eastern territory, and the securing of an increase in wages from the first of May, 1910. Referring to the statement that legislation providing for cumpulsory arbitration in labour disputes would be introduced at the next session of Parliament, the Executive believed that the organized workers of Canada were almost unanimously opposed to such a law, and were of opinion that compulsory arbitration would lead to strife and industrial disturbance. The report concluded with references to the success of the convention of the American Federation of Labour in Toronto, in November of last year, the decease of Mr. Goldwin Smith, and to the death of several fellow workers since the last convention.

Reports of Provincial Executive Committees.

British Columbia.—The Executive Committee reported the formation of a provincial federation of labour, and the amalgamation of the United Mine Workers of America with the Western Federation of Miners. An effort had been made to secure the affiliation of unions with the Congress. The Executive Council was commended for its action in supplying information regarding proposed legislation at Ottawa. In February of the present year, when the Provincial Legislature was in session, the following matters were brought to the attention of the Government:—

1. Abolition of property qualifications for holding public office. 2. Abolition of election deposit. 3. Abolition of poll-tax and exempting tax on incomes less than $2,000 per year. 4. Eight-hour day on all Government work. 5. The insertion of a clause in all Government contracts for work to be done compelling contractors to pay workmen not less than the recognized trade union rate of wages. 6. The Government to take over the Tranquille Sanitarium and operate and maintain the same as a free public institution. 7. The amendments of the British Columbia Railway Act so as to apply to Interurban Electric Lines. 8. The Factory Act to apply to bakeries. 9. Amendment to Coroner's Act making it mandatory on Coroners to make inquest in every case of sudden or violent death. 10. The extension of further timber leases be refused and restriction on handloggers be removed. 11. The amendments to School Act submitted by Vancouver School Board. 12. Extention of the free text-book principle to include all school supplies. 13. The strict enforcement of the Steam-boiler Inspection Act and no amendments made with the view of reducing the qualifications required for engineers. 14. The Government ownership of coal mines, lumber industries, telephones and all public utilities.

On the twelfth of March, 1910, a communication was received from the Premier of the Province giving the decision of the Government on the above demands. The report closed with a plea for united political action.

Saskatchewan.—The Executive Committee reported the passage by the Legis-

lature of an Act for the protection of persons employed in factories, and the appointment of an inspector to secure its enforcement. The granting by the municipality of Moose Jaw of a twenty-year street railway franchise was regretted, and the action of the Regina Trades and Labour Council in assisting the defeat of a similar measure in that city was commended as being in accord with the principles of public ownership. After reporting on labour conditions in the cities of the Province, the Committee stated that on June 29, 1910, the following matters, with a view of having legislation enacted, had been submitted to the Attorney-General, who had informed the Committee that the demands would be carefully considered.

1. Workmen's Compensation.
2. Abolition of the Householder's tax as a qualification for muntcipal suffrage.
3. Amendment to Cities' Act, giving cities in the Province, right to change basis of taxation. (Single Tax.)
4. Amendment to Cities' Act. Removing the bonds of public utilities from amount debited to cities' borrowing powers.
5. Abolition of election deposit.
6. The Union Label to be used (where practicable) on all Goverment supplies.

Manitoba.—The Executive reported that substantial progress had been made during the year, and that after three years' agitation the Legislature had passed a Workmen's Compensation Act. The Legislature had also appointed a Commission for the purpose of inquiring into the question of technical education. Efforts were being made to have the Government establish a labour bureau, and also appoint a competent factory inspector to enforce the provisions of the Factory Act. The failure of the appeal of the Plumbers' Union against the verdict for damages awarded in a picketing case had caused the dissolution of the union. As a result of a movement originated in the Winnipeg Trades and Labour Council a labour party had been formed. The report suggested that combined political effort was imperative.

Ontario.—The Executive Committee reported that having learned of the Legislature intending to amend the present or substitute a new Workmen's Compensation Act, they took steps to ask for a special commission to hear evidence in favour of drafting a new law, emphasizing the necessity of the obliteration of the contributory negligence clauses. Sir William R. Meredith has been appointed as the Commissioner. Other requests made on the Legislature were: Amendments to the Municipal Assessment Act, giving municipalities autonomy in taxation; that Sunday work for street railway employés in cities and towns be limited to eight hours; that it be made compulsory that pay-as-you-enter cars be provided with vestibules, and all other cars with centre aisles; that a law be passed for an eight-hour day for miners; and that legislation be enacted to enforce the fair-wage clause in municipal, as well as provincial contracts. Provincial aid for technical education has also been requested. Political action on the part of the wage-earners was suggested in the concluding clause of the report.

Quebec.—The Executive Committee referred to the election as controller in the City of Montrael of a member of organied labour, and the success of five members of the labour party in the aldermanic elections. The extension of the hours of voting from 5 to 7 p.m., had been secured, as well as the adoption of a fair-wage clause in all civic contracts. On the tenth of March, 1910, the following matters were brought to the attention of the Provincial Cabinet: Abolition of propperty qualification for public office; protection of wages in cases of insolvency; for the enforcement of the factory Act in foundries; reduction of working hours in cotton mills; reduction in the cost of school books; for revocation of charter of Provincial Master Barbers' Association; in favour of provincial employment bureaus. The latter request had been complied with, and a law passed providing for a fifty-eight hour week in cotton factories had also been passed. Reference was made to the prosperity of the province, and also to the decease of several prominent workers.

New Brunswick.—The Executive Committee reported that an extension of the franchise in civic affairs had been secured, and urged the necessity of experienced international organizers being sent into the Province.

Nova Scotia.—The Executive Committee reported the passsage by the Legislature of a Workmen's Compensation Act. An attempt had been made to have the sections of the child labour law dealing with the working hours of women and children repealed, but owing to strong opposition being made, the effort was unsuccessful. Through an amendment to the Factory Act, the Committee stated the women workers had been deprvied of protection in regard to the hours of employment. A Bill providing for compulsory recognition of labour unions as well as one limiting the hours of employment in shops and offices to ten per day, had been defeated in the Legislature. Reference was made to the report of the Eight-Hour Commission which declared against a general and cumpulsory eight-hour law for the Province. The Halifax Labour party has selected a candidate to contest Halifax county in the forthcoming provincial elections.

Report of Fraternal Delegate.

The report of the fraternal delegate to the twenty-ninth annual convention of the American Federation of Labour, held in Toronto, Ont., from the eighth to the twentieth of November, 1909, gave an account of the growth of the organization for the year, as well as a synopsis of the business transacted at the convention.

Report of Parliamentary Solicitor.

The parliamentary solicitor, Mr. J. G. O'Donoghue, of Toronto, Ont., presented a report giving a short statement of matters affecting labour which had been before Parliament at the last session, *viz.*: Proportional representation; overloading of ships; wireless telegraphy on ships; amendment to the Intercolonial Raliway Provident Fund Act; the eight-hour Bill; amendment to Dominion Election Act, providing for abolition of election deposit, and the making of election day a public holiday; also one to give railway employés an opportunity of voting; wages of machinists on the Intercolonial Railway; Alien Labour Act; Payment of wages fortnightly to railway employés; amendment to Shipping Act; Inspection of vessels; amendment to Railway Act *re* names of men who work more than twelve hours per day; Daylight Saving Bill; The Senate; Placing of cable companies under jurisdiction of Railway Commission; Militia Pension Act; Pay of railway mail clerks; number of Chinese who entered Canada last year; amendment to the Industrial Disputes Investigation Act; defeat in the Senate of the Co-operative Bill; Technical Education Commission; Combines Investigation Act; amendment to Immigration Act; withdrawal of the Belcourt Bill. Mr. O'Donoghue gave a clear explanation of the different subjects, and replied to various questions which were asked.

Report of Committee on Officers' Reports.

The above reports of the Executive Council, Provincial Executive Committees and Parliamentary Solicitor were referred to the Committee on Officers' Reports. This Committee concurred in the various reports and recommendations made, with very few exceptions, and urged continued activity to secure the passage of the eight-hour Bill. One of the recommendations of the Committee in reference to provincial federations of labour was that charters be issued when a majoirty of affiliated unions of a province applied for same. The Committee also recommended that the Government be asked to either enforce the Alien Labour Act or repeal the law; that efforts be renewed to have the Co-operative Bill passed by the Senate, and that the provisions of the amendments to Immigration Act, under which should the importation of strike-breakers be likely at any time, the Minister has power to issue an order preventing their coming, be taken advantage of when necessary. This report and recommendations contained therein were approved.

Secretary-Treasurer's Report.

The Secretary-treasurer, Mr. P. M. Draper, of Ottawa, Ont., presented an itemized statement of the receipts and expenditures of the Congress from September 23, 1909, to September 13, 1910, which showed that the total receipts,

including balance on hand, were $9,482.34 expenditures, $7,103.56, leaving a balance on hand of $2,378.78. The report also indicated that thirty-nine trades and labour councils, and 916 international trade unions were in affiliation with the Congress. The Audit Committee, to which this statement was referred, reported as having found the accounts correct, and the report was approved.

Immigration.

Mr. W. R. Trotter, of Winnipeg, Man., former agent of the Congress in Great Britain, presented a long report in which special attention was called to the necessity for the restriction of immigration, and for provisions against exploitation. The report recommended a continuance of the methods which have enabled the Congress to keep a close watch on what was termed a very complicated situation, and asked for an increased vigilance in immigration matters, both east and west. Mr. Trotter also referred to recent Orders-in-Council amending the immigration regulations which permitted certain persons to land without the required $25 of landing money, which he claimed was most injurious.

The above report, as well as all resolutions bearing on the subject of immigration, was referred to a special committee. This Committee recommended for adoption a resolution declaring in favour of the appointment of an agent in Great Britain, with a permanent office for the purpose of checking misrepresentation of labour conditions in Canada. The prevailing opinion in the discussion appeared to be that at such times as occasion demanded should such a representative be sent, and on a vote taken, the Committee's recommendation was not concurred in. The balance of the report, containing the following recommendations, was unanimously adopted:—

That the Executive officers be instructed to endeavour to secure legislation compelling employers when advertising for workpeople while a strike or lock-out is in progress to clearly specify such fact in the said advertisement, and in case of failure to be compelled to return all persons who have been misled to their starting points, with such compensation as is just, to be determined in the same manner as shipping companies are at present held responsible for the introduction of persons contrary to the immigration regulations.

That the action of the Federal Government in removing the restriction from immigration to Canada be protested against most emphatically and that the Congress demand that the provision for $25,00 landing money be reimposed on all immigrants other than farm labourers and domestic servants.

That no scheme of Imperial labour exchanges can possibly be agreed to which is not preceded by a system of provincial and dominion exchanges which would have to satisfactorily demonstrate their usefulness and their further inability to supply any legitimate demand within the confines of the Dominion.

That, whereas Asiatic immigration is still a menace to the Dominion of Canada, and more particularly to the Province of British Columbia, and whereas Asiatic immigrants imperil the economic and moral welfare of the people of Canada, and whereas in spite of the restrictions imposed by the Government the influx still continues; therefore, be it resolved, that the Dominion Trades and Labour Congress demand the total restriction of this class of immigrants—Japanese or Chinese—or failing this, that the tax on Chinese be increased from $500 to $1,000; that the control of Japanese immigration be removed from the hands of the Japanese Government and placed where it rightfully belongs in the hands of the Canadian Government; and that total restriction of immigration from India continue as at present.

It was further recommended that the Executive officers take some definite steps to procure reliable statistics regarding all classes of Asiatic immigration.

Fraternal Greetings.

At one of the sessions of the Congress Mr. John J. Manning, of Troy, N.Y., fraternal delegate from the American Federation of Labour, tendered greetings from that organization. During his address, Mr. Manning gave a review of labour conditions in the United States, the efforts which have been made for the uplifting of the wage-earners, and the success which had accrued. On behalf of the Trades and Labour Congress, the president, Mr. Wm. Glockling, thanked the fraternal delegate for the greetings conveyed and the address given.

Moral and Social Reform.

Rev. Dr. J. G. Shearer, of Toronto, Ont., secretary of the Moral and Social Reform Association, with which the Congress is affiliated, was given the privilege of addressing the delegates during one of the sessions. Dr. Shearer congratulated the delegates on the apparent increased interest in the work of the Congress, and referred to the advance being made in the direction of economic social and moral reform.

Lord's Day Alliance.

A communication was received from Rev. T. Albert Moore, of Toronto, Ont., secretary of the Lord's Day Alliance, in which he gave an account of the work of the Alliance, and the contemplated action of the Association in endeavouring to decrease work on the Lord's Day. The continued support of the Congress was solicited, and in compliance with this request a resolution indorsing the work of the Alliance was submitted and unanimously adopted.

Constitution Amended.

Several resolutions having for their object the amendment of the Constitution were presented and referred to the Committee on Constitution and Law. The only proposition which was favourably reported upon by the Committee was that amending the Constitution to provide for the chartering and affiliation of Provincial Federations of Labour. The Committee's report was concurred in. Provincial Federations of Labour will be granted charters and supplies for $10; at conventions they will be entitled to one delegate each, and the annual cost of affiliation will be $10.

Appropriations.

The report of the Ways and Means Committee, which was adopted, recommended payment of the customary grants as follows:—

Secretary-treasurer, $800; Parliamentary solicitor, expenses attending convention, $200; payment of hotel expenses of fraternal delegate; caretakers of halls at Fort William and Port Arthur, $10 each; fraternal delegate to the American Federation of Labour, $400; Moral and Social Reform League, $50.

An account of $261.35 from the Manitoba Provincial Executive, in connection with local expenses incurred with the passage of the Workmen's Compensation Act, was presented by the secretary. The Congress ordered that the account be paid, but in doing so decided that his action must not be considered as a precedent for the payment of expenditures of this kind.

Eight-Hour Day.

The special committee to which was submitted the question of the eight-hour day referred to in the officer's reports presented the following resolution, which was carried unanimously:—

Whereas, this Congress has repeatedly placed itself on record in favour of a shorter work-day, and whereas Mr. A Verville, M.P., succeeded in getting an eight-hour bill before the special committee of the House of Commons at its last session, at which evidence was submitted by the Executive of this Congress, and the Secretary of the Canadian Manufacturer's Association, together with a mass of evidence from wage earners and employers, and whereas no substantial arguments were advanced from the employers' standpoint; and as good sound and substantial reasons were submitted from the wage workers' side; Be it resolved, that this Congress in convention assembled reiterates its former demand on the Federal Government to place an eight-hour day lawon the statute books of Canada; and we also recommend that the Executive Council be empowered to request all trades and labour councils and affiliated locals to petition all members of Parliament and Senators to support and vote for the eight-hour bill when it is next introduced.

The Deceux Case.

The Special Committee on the question of a member of the United Mine Workers of America, at Frank, Alta., being charged with murder, presented the following resolution as their report, and the same was adopted:—

Whereas the workers of Western Canada, more particularly in the mining districts of the Crow's Nest Pass, have witnessed what appears to them a prejudiced enforcement of the criminal law in the case of one Deceux, who was persecuted in the law courts, largely, we believe because of his membership in the United Mine Workers of America, and whereas, the workers of Canada desire to respect the law, and will do so as long as the administration of it is not of the jug-handled variety, therefore be it resolved that the Executive of the Province of Alberta be instructed to bring the facts of the Deceux case before the Attorney General with a request for an immediate investigation into the circumstances surrounding the prosecution of Deceux.

Resolutions Submitted.

Nearly seventy resolutions were submitted to the Convention, and referred to the Committee on Resolutions. Only such resolutions as were concurred in are taken into account in the following synopsis of proceedings.

Compulsory arbitration.—By a unanimous vote, the convention declared against compulsory arbitration, by adopting the following resolution:—

"Whereas the compulsory arbitration as a means of settling labour disputes is being advocated from time to time by certain newspapers;

"And whereas a compulsory arbitration law would destroy that freedom of liberty which permits the working classes to sell labour when and to whom they may choose, and would also destroy the alienable right to their liberty to do that which is legitimate;

"And whereas compulsory arbitration has not proven a success in those countries where it has been tried;

"Therefore, be it resolved, that this Trades and Labour Congress inform the Federal Government through its Executive that it is opposed to the enactment of a compulsory arbitration law."

International Peace.—By the unanimous adoption of the following resolution the Congress, in addition to re-affirming its opposition to international warfare, instructed its Executive to take steps to arrange an international peace conference of all federations of labour:—

"Whereas it is the desire of this Congress in convention assembled to again express its disapprobation of international warfare because of the burdens and hardships which such warfare inflicts upon the working class of all countries;

"Whereas it is the desire of this Congress to again declare itself in favour of universal peace between nations in order that the best interests of the working man be conserved;

"And whereas international warfare is the result of the personal ambition for the self aggregated or commercial gain of exploiting and influential minority of the people, Congress in addition to re-affirming;

"Therefore be it resolved that this its position on the above statements hereby instructs its Executive to open communication with all labour congresses and federations for the purpose of arranging an international peace conference, at which an attempt should be made to establish a universal policy of opposition to international warfare among the working classes throughout the country;

"And be it further resolved that the Executive report in detail to the next convention of this Congress in regard to the steps taken by it in pursuance to this resolution."

Co-operation.—The following resolution in favour of co-operative societies was approved by the Convention:—

'Whereas co-operation has proved one of the best methods to save the working classes from the clutches of capital;

"And whereas at the last session of the Dominion Parliament a Bill was presented regarding co-operation but was not passed;

"And whereas the Retail Merchants Association of Canada has made strong protest against this co-operation bill, proving by their action that co-operation is in favour of the working class,

"Be it resolved that this Trades and Labour Congress desire to place once more on record the unanimous desire of the working classes of Canada in favour of Federal legislation regarding co-operation."

Independent political action.—A resolution calling on the Congress to take political action in all elections was presented and referred to the Resolutions Committee, who submitted the following as a substitute:—

"Whereas this Congress is not a political party, but truly the legislative expression of organized labour throughout all Canada;

"And whereas this Congress has repeatedly declared itself in favour of independent political action on the part of the working class itself;

"And whereas many conventions have urged upon the wage workers of Canada the absolute necessity of seizing the Federal and Provincial law making powers;

"Therefore be it resolved that this 26th annual convention reaffirm such action, and in the matter of enforcement it believes that the best interests of organized labour can be conserved by recommending and permitting provincial autonomy."

Before the resolution was adopted it was pointed out that the Congress was not a political organization; that the matter of political action had been left to the Provincial Executive Committees, who had complete authority in such matters.

Child labour.—The following resolution which was adopted without opposition, seeks to increase the age at which children may be employed, from fourteen to sixteen years.

"Whereas the employment of children in Canada is injuriously affecting the interests of the working class as wage earners;

"Whereas the physical, mental and moral welfare of children is sacrificed to the capacity and greed of the employing class through the employment of children at too early an age;

"Therefore be it resolved that this Trades and Labour Congress of Canada, instruct the Provincial Executives to secure the passage of an enactment raising the age of children eligible for employment to 16 years of age."

Weekly pay-day.—The Resolution Committee recommended concurrence in the following resolution, and asked that it be referred to the Provincial Executives Committees for presentation to the Legislatures, as well as the Dominion Parliament:—

"Be it resolved that this Congress instruct its Executive to draft and present to the Dominion Parliament a Bill providing for and making compulsory the weekly payment of wages in cash, and in cases where the employer discharges the employé, or where the employé leaves the service of the employer all wages due to the employé be paid within 24 hours after leaving the emment, also providing that in case where the employment is placed under the necessity of carrying additional expense while waiting for the employer's compliance, the employer shall be responsible and be held liable to pay to the employé such expenses incurred.

"Be it further resolved that the Congress use all possible efforts to secure the passage of such bill."

It was moved in amendment that the word "weekly" be changed to "fortnightly". A discussion ensued, in which the different systems of wage payment were referred to. It was stated that, under a weekly-payment plan, the wage-earner and the mercantile community

would be greatly benefitted, as more cash payments would be made for commodities purchased. The concensus of opinion being in favour of a weekly pay-day, the amendment was withdrawn, and the report of the Committee adopted.

Legislation desired.—The following resolutions having for their object the passage of legislation by either the Dominion Parliament or Provincial Legislatures, were concurred in:—

"That this Congress use every effort to engage legislation in the next session of Parliament to compel railway companies to provide proper repair sheds for carmen, who have at present to work out of doors in all weather. And also the proper accommodation be provided for men to take their meals and the drying of wet clothes

"That the Executive endeavour to have placed on the Statutes a law which makes illegal a continuous twenty-four hour work day and makes it compulsory whenever continuous twenty-four hour work day obtains it be compulsory that three shifts working eight hours be the only legal method of time in the said branches of labour."

"Resolved that the Congress go on record as being opposed to the system of Government by injunction which is being rapidly developed by the employers during trade dsiputes and do instruct its executive to endeavour to have the laws amended so as to eliminate this cursed system or enact a law similar to the Trades Disputes' Act of Great Britain."

That the Provincial Executives endeavour to secure legislation providing that in cases of assignment, wages earned shall be paid before any other class of claims shall be admitted."

"Whereas the Catholic School Commission for the city of Montreal has granted one of our most fought for demands, abolition of the monthly school fee, but only for the old section of the City;

"And whereas a large number of schools are not benefiting by this concession on account of being under the supervision of our twenty different schools commissions.

"And whereas the labour party of Montreal has submitted to the Royal Commission appointed to investigate the feasibility of uniting all school commissions.

"Be it resloved that the Quebec executive be instructed to do all in its power and co-operate with the labour party to attain this desirable legislation."

"That this Congress endorse the proposed legislation for the protection of barbers and public health and hereby instruct its provincial executives to give all the assistance in their power to secure the enactment of the same into law."

"That the Executive demand the passage of a law providing for the inspection of locomotive steam boilers, and that the Solicitor draft the necessary bill; that the Congress endorse any bill that will compel all steam railroads in Canada to equip all locomotives with safe and suitable boiler appliances; and will provide for periodical inspection and test by a fully qualified and practical inspector.

"That the Congress use all its influence to have an act passed to prohibit municipalities from bonusing industries either by direct money bonuses, land grants or exemption from taxes."

"Approving the proposed amendment to the assessment act of Ontario to permit municipalities, if they so desire, to tax improvement values at a lower rate than land value; business assessments, incomes and salaries to be classed with improvement values, and the difference in the rates in every case to be determined by the municipality. This Congress would urge on all labour bodies throughout the Dominion to work for amendments to the Assessment Acts of the various provinces on similar lines to the proposed Ontario amendments.

"Instructing the Ontario Executive Committee to bring to the attention of the Ontario Government the unsanitary conditions existing in the metal foundries, and asking that the grievance be remedied.

"Asking the Provincial Legislature to prohibit the use of running boards on street cars."

"Resolved that all Provincial Executives be instructed when interviewing their Provincial law makers that they demand a law enacted, which will enable the public to take over and operate any public utility in their jurisdiction at one time they deem fit irrespective of any term being granted for said franchises, when upon majority vote of the voters interested it is so decided."

"Against dual voting on money by-laws."

"Asking that the Workmen's Compensation Act of Quebec be amended so as to make it more acceptable to the working class."

"That whereas, there is in existence in the railroads, and the large manufacturing concerns in this Dominion a system known as the personal record system;

"And whereas, this past or personal record system has caused, and is causing considerable hardship to the wage worker, and inflicting upon him the indignity of having to seek employment under an assumed name, a condition which is even admitted by many officials to be unjust, but one which they seem powerless to prevent.

"Be it therefore resolved that this Congress go on record as being opposed to, and use its best effort in securing legislation to eliminate this degrading and obnoxious system."

"Seeking legislation to prohibit merchant tailors and clothing manufacturers from having clothing made up in the homes of employés, believing such practice to be detrimental to the public health.

"That the Provincial Executive endeavour to bring about such legislation or amendments to present acts, as to the erection of scaffolds, and floors so as to prevent the great loss of life in the erection of buildings, especially the modern steel construction work, also that inspectors be appointed to see that such acts are enforced."

"That this Congress instruct its Executive to do all in their power to have an act passed by the Federal Government abolishing the practice of calling out the militia in any labour dispute."

"That the Provincial Executive be hereby instructed to secure legislation requiring that all vehicles be heated the same as the body of the street cars."

"In favour of abolition of property qualification for public office."

"That the various Provincial Legislatures be requested to make amendments to their factories Acts, whereby all laundries be brought under their operation.

"That the Provincial Executives endeavour to secure legislation providing that all street cars be equipped with air brakes and modern appliances."

"That the Executive Council be instructed to use their efforts to secure amendments to the present act regarding illegal commission so as to have law apply to fees charged for giving or securing employment.

"That the Executive press for a law that will require when an accident happens, that is likely to lead to serious results that all work cease and the evidence concerning such accident be taken in writing by a neutral person. Such evidence to be a prime factor in any claim for damages that may be taken."

"That the Executive take the necessary steps to endeavour to have Federal or Provincial laws enacted whereby widows not otherwise provided for and old

blind; totally disabled workers will receive an annuity sufficient to maintain them.

"Instructing the Executive and solicitor to draft a bill or measure to be brought in at the next session of Parliament on the lines of the sixteen-hour law, now in force in the United States, which prohibits the employment of railway men for more than sixteen continuous hours."

Miscellaneous resolutions.—The following resolutions of a miscellaneous character were also adopted:—

"That printed copies of the proceedings be sent to all *university libraries*."

"Expressing sympathy with members of the *Lake Seamen's Union* who are on strike against the espionage system of the Lake Carriers' Association.'

"Asking that the Federal Government nationalize the harbours of Fort William and Port Arthur."

"Expressing sympathy with the members of the *United Mine Workers* who are on strike in Springhill, N.S."

"Requesting that as the former organizer of the American Federation of Labour in the Province of Quebec had been elected to a public office, that another be appointed who can speak both the English and French languages."

"That as capitalists of the world create all wars, this Congress insists upon them doing their own fighting."

"That the Postmaster-General be asked to put into force a rule strictly limiting the hours of letter carriers to eight per day, and that the former rate of double pay for Sunday work be restored."

"That more suitable and better fitting uniforms be provided for letter carriers; and also that in the event of a superannuation Act being passed, that letter carriers may be eligible on attaining the age of fifty-five years or on completion of twenty-five years' service."

"Indorsing the label of the International Brick, Tile and Terra Cotta Workers' Alliance."

"That the Secretary-Treasurer be instructed to send to all affiliated unions such information as may be deemed advisable."

"That the Executive endeavour to have the wages paid to mechanics in the metal trades department in the Government yards at Sorel increased to the same rate as is being paid by other establishments in the same industry."

"That the Executive committee for the Province of Ontario take the necessary steps to secure better protection for the licensed bartenders of the Province."

"Against the circulation of dirty bank notes."

"That the Executive Council be instructed to take note of the complaint of the stone cutters regarding tariff regulation *re* cut stone, with a view of bringing the matter to the attention of the proper authorities."

"That the Executive Committee report at next convention on the feasibility of having a permanent organizer."

"Whereas commanding officers of military reorganizations of the Canadian Militia are endeavouring to hold military inspection reviews and manœuvers on Labour Day thereby interfering with the holiday, specially set apart for the working class;

Be it resolved that this Congress executive interview the Minister of Militia and request that district officers commanding regiments be notified that it is undesirable that such displays of militarism be not held on Labour Day.

"In favour of supporting the labour press."

"That whereas education is one of the chief means of uplifting the standard of living and elevating the masses of the toilers, and whereas the better the children of our Dominion are educated the greater the asset to our country."

"Be it resolved, that this Congress go on record that the time is ripe when provision should be made by the Dominion and Provincial legislatures and School Boards to provide the necessary money and create scholarships, so that the child of the toiler whose parents or guardians are unable to provide the necessary funds for such education, to compete for a scholarship, and to obtain the best education possible;

"And be it further resolved, that pressure be brought upon the above legislatures and school boards to provide all necessary school books and appliances out of the public treasure."

"That, whereas marked tendency has asserted itself in the summoning by coroners of jurymen who may be partial to the interests of corporations, where those interests conflict with those of the workers;

"Resolved that this Congress instructs its Provincial Executives to take up the matter with the different attorneys-general in an effort to mitigate this already evident danger."

"That the incoming Executive urge upon the Minister of Labour the necessity of (*a*) the appointment of more fair wage officers, to devote the whole of their time to the administration of the Dominion fair wage schedules. (*b*) To insert the following clause in the fair wage schedule, conditions: If any foremen, workman or labourer employed on any portion of the work covered by the said contract is paid at a less rate than that specified in the foregoing schedule, the Minister shall be entitled at any time or times to deduct from the moneys due or accuring due, or to recover from the Contractor a sum equal to the difference between such lesser wages actually earned by such foreman, workman or labourer, in accordance with his agreement with the Contractor, and the amount which he would have earned had his wages been in accordance with the schedule hereinbefore mentioned, and it shall be optional with the Minister either to retain the said moneys so deducted or recovered for the departments own use or to pay the same over to the workman.

"Whereas, it is understood that in the Province of Quebec there are certain paper making factories which are operated on Sunday, and as this is a direct violation of the Lord's Day Act;

"Be it resolved that the Congress officially investigate the illegality and use the necessary means to have said act of transgression against the Lord's Day discontinued, and the employés thereby enabled to have the one day holiday per week as anticipated by the said Lord's Day Act.

Officers Elected.

The officers elected for the ensuing term were:—

President—Wm. Glockling, of Toronto, Ont.

Vice-President—Gustave Francq, of Montreal, Que.

Secretary-Treasurer—P. M. Draper, Ottawa, Ont.

BRITISH COLUMBIA.

Vice-President, J. C. Watters, Victoria;
Executive Committee—R. A. Stony,

New Westminster; R. P. Pettipiece, Vancouver; H. Kempster, Revelstoke.

ALBERTA.

Vice-President—W. Symons, Lethbridge.

Executive Committee—J. L. Snowdon, Medicine Hat; Donald McNabb, Lethbridge; George Howell, Calgary.

MANITOBA.

Vice-President—R. S. Ward, Winnipeg.

Executive Committee—A. W. Puttee, R. A. Rigg, W. J. Bartlett, Winnipeg.

SASKATCHEWAN.

Vice-President—J. Sommerville, Moose Jaw.

Executive Committee—A. S. Wells, Regina; C. E. Perry, Saskatoon; W. McAllister, Regina.

ONTARIO.

Vice-President—W. Lodge, Ottawa.

Executive Committee—Joseph Marks, London; James Gibbons, Toronto; S. B. Pegg, Fort William.

QUEBEC.

Vice-President—Fred. Robert, Montreal.

Executive Committee—Z. Desperance, J. T. Foster, O. Brunet, Montreal.

NOVA SCOTIA.

Vice-President—John T. Joy, Halifax.

Executive Committee—H. Gregory, Sydney; A. J. Smith, Halifax; W. Watkins, Springhill.

The appointment of the Vice-Presidents and Executive Committees for the Provinces of New Brunswick and Prince Edward Island was left to the Executive Council.

Mr. R. P. Pettipiece, of Vancouver, B.C., was elected as fraternal delegate to the American Federation of Labour convention, which meets in St. Louis, Mo., in November, 1910.

Calgary, Alta., was chosen as the city in which the convention is to be held in 1911.

THE CANADIAN FEDERATION OF LABOUR.—SECOND ANNUAL CONVENTION

THE second annual convention of the Canadian Federation of Labour began in the City of Montreal, Que., on September 13, 1910, and continued for the three following days. On the opening of the convention, an address of welcome was extended by the Honourable J. J. Guerin, Mayor of Montreal, who was presented to the convention by Mr. D. Verdon, president of the National Trades and Labour Council, of Montreal. Mr. James W. Patterson, president of the Federation, and delegate J. A. Langlois, M.P.P., for Quebec, replied to the address.

The Department of Labour for Canada was represented by Victor DuBreuil, Fair Wages Officer, while the Department of Public Works and Labour of the Province of Quebec was represented by L. Guyon, Chief Factory Inspector, and P. J. Jobin and Felix Marois, Factory Inspectors for the District of Quebec. There were also present two fraternal delegates: John Mee and Alf. Bergeron, of the Hotel and Restaurant Employés National Union of Montreal.

The sessions of the Federation were held in the City Council chamber, under the presidency of Mr. J. W. Patterson. Mr. George Mercure, Secretary-Treasurer, was assisted by Mr. John Moffatt, Grand Secretary of the Provincial Workmen's Association of Nova Scotia.

The president announced the formation of committees, as follows: On Ways and Means, on Resolutions, on Audit, on Officers' Reports and on Thanks.

Unions Represented.

The following is a list of the Associations represented, with the number of delegates for each:—

Grand Council of the Provincial Workmen's Association of Nova Scotia, five delegates, including the Grand Master and the Grand Secretary; eight lodges were also represented by one delegate each.
Printing Press Assistants of Feeders, No. 1, Toronto, 1.
Carpenters and Joiners, Ottawa, 2.
Canadian Typographical Union No. 1, Ottawa, 2.
Plasterers' Union, Ottawa, 1.
National Trades and Labour Council, Ottawa, 3.
Bricklayers and Masons, Beauport, 1.
National Workmen's Union, St. Romuald, 1.
Protective and Benevolent Journeymen's National Union, Quebec, 4.
Carpenters and Joiners, Quebec, 1.
Bricklayers and Masons, Quebec, 1.
Machine Boot & Shoe Workers, Quebec, 9.
Tanners & Leather Dressers, Quebec, 1.
Maple Leaf Association, Quebec, 2.
Trades & Labour Council, Quebec, 3.
Brewery employés, Quebec, 1.
Bakers' Union, Quebec, 1....
Granite Cutters, Beebe Junction, 1.
National Trades & Labour Council, Montreal, 3.
Boot & Shoe Workers, No. 2, Montreal, 1.
Canadian Federation of Shoemakers, Montreal, No. 1, 1.
Canadian Federation of Shoemakers, Montreal, No. 2, 3.
Canadian Federation of Shoemakers, Montreal, No. 3, 1.
Canadian Federation of Shoemakers, Montreal, No. 4, 1.
Bricklayers & Masons, Montreal, 2.
Bakers and Confectioners, Montreal, 1.
Coopers' National Union, Montreal, 1.

Making a total of sixty-two delegates, representing thirty-two organizations.

General Executive Report.

The General Executive reported that there was every reason to be satisfied with the progress made and the encouragement received throughout Canada, to continue the work of establishing a strong and progressive labour organization.

The Executive presented the resolutions passed at the last session, to the Ministers of the Government, referring to the following subjects:—

1. Status of foreign organizations.
2. American Immigration Law.
3. Imperial Defence.
4. Immigration.
5. Alien Labour Law.
6. Military Bands.
7. Co-Operative Bill.
8. Marine Laws.
9. Industrial Disputes Act.
10. Ship Building Subsidy.
11. Label on Government Printing.
12. Cartridge Factory Inspection.

The Right Honourable Sir Wilfrid Laurier, the Honourable M. Brodeur and the Honourable W. L. Mackenzie King were present, and the Committee were accorded a good hearing. The Honourable Mr. King, Minister of Labour, and the Honourable Mr. Brodeur, Minister of Marine and Fisheries, replied on behalf of the Government. On 1, 2 and 5, Mr. King stated that he would inquire and bring the matters to the attention of the Government. On Imperial Defence the Government was quite in accord with the spirit of the resolution. The policy of the Government, since defined, carries out the recommendation as to provision being made to build naval ships in Canada. This covers resolution 10, as it provides for subsidizing building docks. No. 6, *rê* Military bands, was, by consent, referred to the Adjutant-General. That officer has since promulgated an order prohibiting any interference with the rights of musicians in military bands. To No. 7, the Minister promised to support a measure, if one could be devised to overcome constitutional objections. The Minister stated that he was favourable to a further extension of the Industrial Disputes Investigation Act. He suggested that the building trades should apply to have its provisions extended to them. The Honourable Mr. Brodeur stated that if any specific case could be cited of a violation of the Marine laws, he would attend to it at once. With regard to No. 12, Mr. King promised to inquire. The following extract is from a letter reporting thereon:—

"The report to the Minister of Militia and Defence states that the Superintendent of the Dominion Arsenal has instructions to take due care that the laws passed for the protection of labour are complied with. No children under the age limit are employed, a medical officer makes a sanitary inspection weekly, and an annual inspection is made by the Director General of Medical Services. Further, the boilers are thoroughly examined and reported on every year by the Government Steamboat Inspector."

The Committee stated that it was well satisfied with the general results of the interview.

During the year the work of adding new locals and increasing the membership has been carried out, to the extent that the means at the disposal of the Federation would admit. The City of Toronto has given the Federation two locals, the Printing Pressmen and the Pressmen's Assistants. It had been hoped to have made further progress westward. Some eighteen locals have been added, and more are in progress of formation.

The Executive recommended that a Special Committee be formed at this Convention to report upon and deal with the question of grouping the following:—

Group No. 1.—National Federation of Shoe Workers and Allied Leather Trades.
Group No. 2.—An extension of the Provincial Workmen's Association (Miners), Nova Scotia, to the miners of the rest of the Dominion.
Group No. 3.—The formation of a Building Trades Group, and making rules for the same.
Group No. 4.—The formation of Printing Trades Federation.

The Executive recommended that a Special Committee be appointed to devise and report on: (1) Ways and Means to increase the fund for organizing purposes; (2) The provision of a reserve or defence fund; (3) providing a Mortuary Benefit, and (4) the payment of salary to officers.

The Executive further recommended that the Standing Committee on Resolutions prepare and present to the Convention resolutions asking for amendments to (1) The Trade Union Act, to provide means for the proper incorporation of national and local trades unions; (2) The Lemieux Act, to change the procedure and personnel of arbitrators; (3) To consider the advisability of having compulsory arbitration; (4) To pass a Co-operative Act; (5) To express the opinion of the Federation on the eight-hour Bill.

It was recommended that the incoming Executive be instructed to take the necessary steps for the publication of an official paper at the earliest date possible.

Secretary-Treasurer's Report.

A detailed statement of the money received and expended by the Secretary-Treasurer, from September 25, 1909, to September 1, 1910, is as follows:—

Revenues.

Per Capita	$ 1,917 49	
Sundry revenues	32 90	
		$ 1,950 39

Expenditures.

Organization	$ 1,338 74	
Voted at last convention	21 50	
Printing	198 50	
Typewriting	34 15	
Supplies	46 00	
Postage	31 20	
Telegrams	9 60	
Express Co	4 20	
Commission	9 20	
Sec.-Treas	200 00	
		$ 1,893 09
Gross Receipts	$ 1,950 39	
Expenditure	1,893 09	
Balance	75.30	
Balance from last year	318 79	
	376 09	
Stock	150 00	
Total	520 09	

Charters Issued.

Printing Press Assistants, Toronto.
Printing Pressmen, Toronto.
Plasterers, Ottawa.
Stonecutters, Montreal.
Stationary Engineers, Montreal.
Stitchers, Quebec.
Carpenters and Joiners, Montreal.
Bricklayers and Masons, Montreal.
Bakers and Confectioners, Montreal.

Charters renewed.

Bricklayers and Masons, Ottawa.
Maple Leaf, Montreal.
Shoemakers, No. 1, Montreal.
Shoemakers, No. 2, Montreal.
Shoemakers, No. 3, Montreal.
Leather Cutters, No. 4, Montreal.
Stationary Engineers, Quebec.

The Committee on Audit reported that they had examined the books of the Secretary-Treasurer and had found them to conform with the above statement.

Report of Committees on Ways and Means.

The Committee on Ways and Means reported as follows:—

1. That the question of increasing the *per capita* tax to 10 cents per member be referred to a referendum of the different Unions affiliated.

2. That the Provincial Workmen's Association, which now pay in from their central body a specified or lump sum of money, be left to their own discretion in this matter.

3. That the locals be asked to discuss the formation of a mortuary fund, and, if favourable to such a fund, that they form one as early as possible, and report to the Executive.

4. That all Unions shall hold a charter under the Federation, and that Unions holding Federation charters must be affiliated with the Trades and Labour Council of their own District.

5. The head government of the organization to be vested in a Federation known as the "Canadian Federation of Labour."

6. The Federation to consist of a president, a vice-president, a secretary-treasurer and experienced members duly elected by each of the locals composing the organization.

7. The officers and members of the Federation in annual session to elect the general officers for the year. Any member of the Federation and any member of affiliated bodies to be eligible to any office in the Federation. All officers to be elected by ballot.

The secretary-treasurer of the Federation shall be paid a salary of not less than $250 per year, and the president shall be paid not less than $200 for the present year. A vice-president shall be elected for each province.

The Special Committee of the leather trade group recommended the formation as soon as possible of a Federation of the Boot and Shoe and Leather Workers throughout this country in compliance with the expressed desire of this Congress.

The Special Committee of the printing trade group reported that after due consideration of the question of forming a Federation of printing trades, this Committee believes the time is not ripe for such a formation. This report was referred to the incoming Executive, with instructions to take action in the matter, if possible.

The Special Committee of the building trades group reported as follows:—

"That the building trades of Canada be federated and shall be known as the Canadian Federated Building Trades, under the jurisdiction of the Canadian Federation of Labour, and shall embrace all trades and callings in connection with building or structural work.

"There shall be appointed in each city or district a general executive, composed of one per cent. of each local union.

"A general executive officer shall be appointed by the Executive of the Canadian Federation of Labour, who shall hold office temporarily until the Federation is working under proper rules.

"The general executive of the Canadian Federation of Labour, acting in conjunction with representatives from the cities of Montreal, Quebec and Ottawa, shall advise and adopt provisions for advance fund, and draft such working rules as may be necessary, and to give effect to the clause."

Resolutions Adopted.

The following is a copy of the more important resolutions adopted by the Convention:—

Trade Federations.

That delegates representing groups of trades be instructed to appoint a committee of each group with a view to the formation of Federations of the different trades. The following groups appointed their special committees: Printing trades, building trades, leather trades, mining trades. The Special Committee of the group of miners then reported as follows:—That in the opinion of this Committee it would be unwise to enter into any active campaign in organizing the Western Coal Miners without a complete knowledge of western sentiment, and in order to obtain such a knowledge the Protective Workmen's Association be recommended to send an agent to the west, and the Canadian Federation of Labourers to do likewise if at all possible.

British Congress.

That the Executive officers be instructed to prepare and forward to the British Central labour bodies a statement of our position in the Trades Union movement in Canada, and ask for their co-operation and also that they be furnished with proper information as to the labour market here.

Explosives.

That the Federal Government be asked to establish a testing station at Ottawa, having control of the class of explosives which are manufactured in Canada, or that some scheme be followed in Canada similar to those so successfully followed in Great Britian. If such a station is established in Ottawa, it is only fair that a portion of the work of analysing and testing explosives such as are used in Nova Scotia mines, be carried on by the Technical College at Halifax, and that class of work done by the Technical College have the same force and effect as if done in Ottawa

Incorporation.

That the Federal Government be requested to pass a law similar to that of Great Britain, by which any Trades Union can be incorporated if it so desires

Industrial Disputes Investigation Act.

That recommendation be made to the Federal Government to enforce the "Industrial Disputes Act" as it stands, and that this Convention is of opinion that it has rendered great services to the country, but that the incoming Executive be instructed to study it very carefully during the coming year and present amendments to it if found necessary

Compulsory Arbitration

That the discussion of a system of compulsory arbitration is not opportune at the present time.

Co-operation.

That the Bill concerning Co-operation be endorsed.

Quebec Technical School Board.

That the Quebec Government be requested to appoint a representative of Organized Labour in Quebec on the Technical School Board.

Sunday Observance.

That the Quebec Government be asked to enforce the Sunday Observance Law in the bakeries as well as in all other industries.

Constitution.

That for future conventions all motions or amendments to the Constitution be forwarded to the General Secretary not later than the fifteenth of July, said motions or amendments shall then be printed and sent to each Union or Council for their consideration.

Union Label.

That the National Union Label be advertised throughout Canada.

Hours of Labour.

That this Convention express approval of the principles contained in the Bill known as the "Hours of Labour on Public Works" and hope that the effect of the investigation now proceeding by a special committee of the House of Commons will result in reporting a Bill to Parliament to ensure an eight-hour day on all public works.

Children's Aid.

That this Convention endorse and support the work being done by the Children's Aid Association in combatting the cocaine evil, and ask the Government to take action against that traffic in conformity with the request from the Children's Aid Association.

International Organizations.

That the question of dealing with the status of foreign organizations be referred back to the Executive for further presentation to the Government.

Official Journal.

That the incoming Executive be instructed to take the necessary steps for the publication of an official journal of the Canadian Federation of Labour.

Thanks were voted to the Trades and Labour Council of Montreal, to His Worship the Mayor and the City Council, to the Press, to the public of Montreal, and to Victor DuBreuil, of the *Labour Gazette*, to L. Guyon, P. J. Jobin and Felix Marois for services rendered during the Convention.

Other Proceedings.

During the Convention, Mr. L. Guyon, Chief Factory Inspector of the Province of Quebec, invited the delegates to visit the Museum of Safety Appliances of his Department. When the delegates visited this establishment, Mr. Guyon gave them a full demonstration of the application of the appliances in the different industries.

The Trades and Labour Council gave the delegates a car ride around the mountain and throughout the city, and a smoking concert.

Officers.

The following officers were elected for the ensuing year:—

President—J. G. Tapp, Ont.

Vice-President—J. B. Saint-Laurent, Quebec, Que.

Secretary - Treasurer—J. A. Mercier, Quebec, Que.

Mr. Tapp was also elected Chief Organizer.

Members of Executive.

S. B. McNeill, Sydney, N.S.; J. W. Patterson, Ottawa, Ont.; Delphis Verdon, Montreal, Que.

Vice-Presidents by Provinces.

Nova Scotia—Fergus Byrne.
Quebec—Gilbert Leclerc.
Ontario—J. Tampanel.

The nominations for the other provinces were left to the Executive.

Montreal, Que., was selected as the place of meeting in 1911.

PROVINCIAL WORKMEN'S ASSOCIATION OF NOVA SCOTIA—THIRTY-SECOND ANNUAL MEETING OF GRAND COUNCIL.

THE Grand Council of the Provincial Workmen's Association held a session of several days, early in September in the Board of Trade rooms, Halifax. The various lodges were well represented, and some important business was discussed and passed.

A brief statement of business transacted at the meeting is as follows:—

Twenty-two lodges were represented

by upwards of sixty delegates, showing a membership of close on five thousand, with ten Grand Officers formed the Grand Council. The suggestions made by the several lodges were as follows:—

Roberts' Lodge, Mechanics, Sydney Mines.—Nine-hour day for shop mechanics and no reduction in the day-rate.

Patriot Lodge, Miners, New Waterford.—First Aid to the Injured, better conveyance of injured men out of the mine and ambulance.

Unity Lodge.—Voters on Checkweighman's Election to have time-service qualification.

Progress Lodge.—

1. That the Council discuss the present high cost of living, and that the Legislative Committee bring the matter to the attention of the Government.

2. That the Local Government be requested to increase its annual contribution to the Relief Fund.

Pretoria Lodge.—

1. That Travelling Roads be not less than six by six, and kept in good condition.

2. That Riding Raikes be brought more generally into use.

The Grand Council recommended as follows:—

1. That each Colliery district have a station where men can be trained to the use of Rescue Apparatus and Fire-fighting Appliances.

2. That all explosives used in a coal mine be tested at Ottawa, and at Halifax.

Discussion on the nine-hour day for shop mechanics led to a motion asking the Local Government, through the Provincial Workmen's Association Legislative Committee, to inaugurate a nine-hour day, and instructing the different lodges to take the matter up with their mine managers before interviewing the Government. The delegates of Patriot Lodge were informed that the colliery physicians were ready during the winter seasons to conduct classes where miners are taught, how to give "First Aid to the Injured." Hand ambulances are provided at each colliery, and a horse ambulance for conveyance to the hospital will be given to the New Waterford district, when they apply for it.

After considerable discussion on the voters' list for checkweighman, it was agreed that the mining law thoroughly covered checkweighman's election, and it was better not to attempt to amend a law that was now very good.

High Cost of Living.

The Grand Council learning that Professor Shortt was in the City of Halifax, invited him to address the members and other citizens of Halifax who cared to attend, on "The High Cost of Living." Professor Shortt addressed the Council on the "Cost of Living," and pointed out many of the influences that tend to increase and decrease the cost of living. The Council tendered Professor Shortt a vote of thanks for his ready response to their invitation.

Relief Funds.

The Legislative Committee was instructed to wait upon the Local Government and urge upon it the necessity of increasing its contributions to the Relief Fund. A large portion of the miners of Cape Breton, had doubled their contribution during the year, the Dominion Coal Company had done likewise and the Local Government being the third contributor ought also to increase the amount given to the fund, so that higher benefits might be given to disabled workmen.

Travelling Roads and Riding Raikes.

A Committee was appointed by the Council who interviewed the Honourable Commissioner of Mines, and the Deputy Commissioner of Mines, upon the matter of travelling roads and riding raikes. Messers Chisholm & Donkin stated that they would instruct the Deputy Inspectors of the different colliery districts, to take the matter up with the employer and employés of each colliery, and have them discussed at an early date. If necessary, legislation will be framed to meet the conditions.

The Committee also discussed the providing of training stations for workingmen. These stations were to be equipped with rescue apparatus in case of serious mine accidents, and with other appliances necessary for fire-fighting in a coal mine. The Honourable Commissioner and the Deputy Commissioner agreed to have such stations in each colliery district, and to ask the co-operation of the workingmen of the different districts in their efforts to have trained men for serious mine accidents.

Resolutions.

The following resolution was passed by the Grand Council:—

Resolved, that the present Commission now investigating the matter of explosives ask the Federal Government to establish a Testing Station at Ottawa, having control of all classes of explosives, which had been manufactured in the country, or that some practical plan of testing explosives be followed in Canada as has been so successfully followed in Great Britain.

If such a department is established at Ottawa, it seems only fair, that a portion of the work of analysing and testing explosives such as are used in the coal mines and other mines and works of Nova Scotia and New Brunswick, be done by the Technical College of Halifax, and that this class of work done by the Technical College of Halifax, have the same force and effect as if done at Ottawa.

Notes.

The Association is reported in good financial condition, and looks forward to a gain in membership during the coming year.

An invitation having been previously extended to the members of Grand Council to hear the Bishop of London speak on "The problems of the working man" was accepted, a large number of delegates attended St. Paul's Church and listened with much interest to an able, interesting and instructive address by the Bishop of London.

The Grand Council sent five delegates in addition to nine others appointed by the different lodges, to the Convention of the Canadian Federation of Labour, which began its work in Montreal on September 13th.

Officers.

Officers were elected as follows:—
Grand Master—S. B. McNeil.
Grand Association Master—A. B. McIsaac.
Grand Secretary—John Moffatt.
Grand Treasurer—Ronald Nicholson.
Grand Chaplain—Arthur Davis.
Grand Guardian—John Cameron.
Inside Watch—Vincent Hall.
Outside Watch—Joseph Cubby.
Past Grand Master—Mark Connors.
Sub-Secretary—Thos. Hale.

Halifax was selected as the next place of meeting.

ROYAL COMMISSION ON INDUSTRIAL TRAINING AND TECHNICAL EDUCATION—STATEMENT OF PROCEEDINGS DURING SEPTEMBER.

ON account of the large number of towns and small cities to be visited in Ontario, the Royal Commission on Industrial Training and Technical Education, divided into two sections during a portion of the month of September, the western section, comprising Rev. Dr. Bryce and Mr. Simpson, covering the following places:

St. Catharines	Aug. 30
Paris	Aug. 31
Collingwood	Sept. 6
Woodstock	Sept. 12
Goderich	Sept. 13
Listowel	Sept. 14
Owen Sound	Sept. 15

The eastern section, comprising the Hon. J. N. Armstrong and Mr. Forsyth, visited the following towns:—

Barrie	Sept. 9
Orillia	Sept. 10
Lindsay	Sept. 12
Oshawa	Sept. 13
Cobourg	Sept. 14
Cornwall	Sept. 15
Smith's Falls	Sept. 16

The Commission then united and covered the following cities:

Montreal	Sept. 19–21
Macdonald College, Ste. Anne de Bellevue	Sept. 20
Quebec	Sept. 22–23

The Commission then proceeded to Ottawa for September 26 to 27; to Brockville for the 28th, and to Kingston, 29 to 30.

In the smaller towns in Ontario the interest was thoroughly sustained, and much valuable evidence was obtained from local educationists, manufacturers and workmen. The men who have built up these industrial centres were called, and gave interesting accounts of the origin and development of industries, whose names are now "familiar in our mouths as household words."

In the larger Ontario cities the Commission was received very heartily, and the larger problems of labour—the lack of skilled workmen and the need of industrial training and technical education, were presented and emphasized.

The entry of the Commission into Quebec Province was signalized by a series of functions which betokened a decided recognition by leading men and organizations of the importance of the work of the Commission. In Montreal, the City Council Chamber was placed at the disposal of the Commission, and representatives of McGill and Laval Universities, the Board of Trade, the Chambre du Commerce, the Architects' Association, the Builders' Exchange, the Local Council of Women and other interests were represented, and offered cordial co-operation on the return visit of the Commission in January or February, after the Western tour. The Chambre du Commerce entertained the Commission at luncheon, when the chairman and Rev. Dr. Bryce spoke.

In the City of Quebec the reception of the Commission was, if possible, more cordial than at any other point, Sir Lomer Gouin entertaining the Commission at a private dinner, attended by five of his Cabinet Ministers, His Worship Mayor Drouin, and Mr. Picard, President of the Technical School now being established in Quebec City by the Provincial Government. A public session of the Commission was held in the City Hall, and a large amount of testimony was taken from leading educationalists and manufacturers. His Excellency Earl Grey honoured the Commission with his presence at this session, and on leaving the hall expressed his hearty appreciation of the important work being done by the Commission.

During the month of October the following cities in Ontario are being visited:

Belleville	Oct. 1
Peterborough	Oct. 3
Toronto	Oct. 4–5
Hamilton	Oct. 6–7
Niagara Falls	Oct. 8
Brantford	Oct. 10
Galt	Oct. 11
Guelph	Oct. 12–13
Berlin	Oct. 14
Stratford	Oct. 15
London	Oct. 17–18
St. Thomas	Oct. 19
Chatham	Oct. 20
Windsor and Walkerville	Oct. 21–22

From Windsor the Commission will proceed to the Western Provinces, and at the conclusion of the Western tour will return to Ottawa, Montreal, Quebec City and Quebec Province in order to receive testimony at greater length than was permissible on the first visit. Meantime, local committees are arranging lists of witnesses representing educational institutions, the various industries and workers, who will be called by the Commission.

Itinerary for Western Provinces.

The following itinerary has been arranged for Western Canada:—

Port Arthur	Nov.	1
Fort William	Nov.	2
Winnipeg	Nov.	3
Winnipeg	Nov.	4
Winnipeg	Nov.	5
Winnipeg	Nov.	7
Portage la Prairie	Nov.	8
Brandon	Nov.	9
Moose Jaw	Nov.	10
Regina	Nov.	11
Saskatoon	Nov.	14
Prince Albert	Nov.	15
Edmonton and Strathcona	Nov.	17–18
Calgary	Nov.	19–21

At this point the Commission will part into two sections to be distributed as follows:—

Section A:		
Lethbridge	Nov.	22
Medicine Hat	Nov.	23
Vancouver and New Westminster	Nov.	26–29
Section B:		
Nelson	Nov.	22
Fernie	Nov.	23
Vernon	Nov.	27

The Commission writes again at this point, proceeding as follows:—

Vancouver	Nov.	29
Nanaimo	Dec.	1
Victoria	Dec.	2–4

The Commission will then proceed to western points in the United States.

ROYAL COMMISSION ON TECHNICAL EDUCATION APPOINTED BY MANITOBA GOVERNMENT.

UNDER date of September 17, 1910, announcement was made of the appointment by the Government of Manitoba, of a Royal Commission to investigate and report on the advisability of the establishment by the Government of a system of technical education:

The Commissioners named are as follows:—

To Hon. G. R. Coldwell, B.A., K.C.; Daniel McIntyre, M.A.; G. A. Lister; W. J. Black, B.S.A.; F. C. Chambers; J. Yuill; R. S. Ward, R. A. Rigg; Rev. J. S. Woodsworth, B.A.; W. J. Bartlett; Isaac F. Hafenbrak; W. W. Miller; George Seal; H. J. Irwin; E. Fulcher; W. H. Mead; Henry Sampson; R. J. Buchanan; R. Fletcher, B.A.; Mrs. A. W. Puttee; Miss A. B. Juniper; Melbourne Christie.

The scope of the investigation is defined as follows:—

(*a*) The needs of the people of the Province engaged in industrial callings other than agriculture, by way of vocational or industrial training;

(*b*) The industries of the Province with a view to finding the needs of each in so far as these needs can be served by technical or vocational training;

(*c*) The extent to which educational agencies already in existence serve as a preparation for the industrial and commercial activities of the country;

(*d*) The modifications in existing agencies that may be necessary to make them serve more completely the purpose of vocational training;

(*e*) The extent to which it may be necessary to organize new educational agencies aiming only at vocational training;

(*f*) How far it may be found advisable to provide technical education for young people still in the schools, and how far similar provision should be made in the way of evening technical schools for people engaged in industrial pursuits during the day;

(*g*) Such other matters and things incident to, connected with or arising out of all and singular the premises that in the opinion of the Commissioners it may be deemed desirable to investigate and inquire into;

(*h*) To recommend to the Government of the Province a system or plan for establishing such technical or industrial schools or colleges as the circumstances of the Province will admit.

THE CANADIAN MANUFACTURERS ASSOCIATION—THIRTY-NINTH ANNUAL CONVENTION.

THE thirty-ninth annual convention of the Canadian Manufacturers' Association was held at Vancouver, B.C., September 20-23. Over 300 delegates were present from different sections of Canada and a full discussion of several subjects of importance to industry and labour was held.

Presidential Address.

The address of the retiring President, Mr. John Hendry, of Vancouver, B.C. was delivered during the opening day of the Convention. Mr. Hendry in commencing his address noted that the present was the first occasion in its thirty-nine years of existence that the Association had met west of Winnipeg. Some interesting statistics with reference to industrial developments in British Columbia were given in this connection. A strong endorsement of the British Preferential Tariff followed, and a warning was thrown out against the effects which a reciprocity treaty with the United States might produce. The President then described some of the activities and recommendations of the various committees of the Association. Special reference was made to the subject of the transportation needs of the country, the advance in cost of living, the conservation problem and the general activities of the Association.

Financial Statement.

The Treasurer's report showed receipts from all quarters amounting to $53,687, including surplus assets handed over from last year amounting to $16,000. The amount received in membership fees was $32,131, compared with $30,447 last year. The balance on hand is $21,690.

Membership.

Contrary to expectations an increase in the membership of nearly 100 more than was reported in 1909 took palce during the past year. It will be remembered that an increase of 171 members was reported in 1909, as against the comparatively small increase of eighty-five and twenty-three in 1907 and 1908 respectively. The net gain for the year ended July 31, 1910 was 252. The increase in membership and resulting revenue is shown as follows:—

202 on the $10 basis	$2,020
33 on the $15 basis	495
17 on the $25 basis	475
	$2,940

The following table affords a comparison of the membership by Provinces on August 1, 1909, and August 1, 1910:—

	1909				1910			
	$10	$15	$25	Tl.	$10	$15	$25	Tl.
Ontario	1057	162	225	1444	1180	185	237	1602
Quebec	370	56	121	547	446	62	127	635
Nova Scotia	68	4	14	86	70	4	14	88
Br. Columbia	80	10	21	11	80	12	21	113
New Brunswick	34	5	9	48	35	6	9	50
Manitoba	86	4	8	98	89	5	8	102
Alberta & Sask.	16		3	19	14		2	16
P. E. Island	3			3	2			2
	1714	241	401	2356	1916	274	418	2608

A similar comparison of the membership on August 1, 1909, and August 1, 1910, by branches instead of by Provinces is presented in the next table.

	1909				1910			
	$10	$15	$25	Tl.	$10	$15	$25	Tl.
Toronto	450	56	93	599	494	72	95	661
Montreal	281	39	95	415	361	41	98	500
Quebec City	47	5	11	63	49	5	12	66
Nova Scotia	68	4	14	86	70	4	14	88
Manitoba	86	4	8	98	89	5	8	102
Br. Columbia	80	10	21	111	80	12	21	113
Niagara	36	2	6	44	43	5	7	55
General	666	121	153	940	730	130	163	1023
	1714	241	401	2356	1916	274	418	2608

It will be observed from the foregoing that the most extensive gains were in the $10 class, in the Toronto, Montreal and Niagara district branches. Practically all of the membership applications are the result of personal solicitation by some member of the staff. A new branch, namely, at Hamilton, and three new trade sections, namely, the Process Engravers' Section, the Sheet Metal Building Material Section and the Automobile Section, were successfully inaugurated during the year. The Manufacturing Grocers' Section changed its name to the "Food Products Section."

The tendency of firms in the same line of trade to consolidate offered a serious problem to the Association. For example, one consolidation comprising thirteen firms converted a total revenue of $325 to a revenue of $35. An increase in the scale of fees is being discussed.

Reports of Standing Committees.

The following is a brief résumé of the reports of the various standing committees of the Association as considered and adopted at the annual meeting:—

The "Industrial Canada" Committee.—The Association's paper has developed both in size and circulation during the past year. The tenth volume contains a total of 1,240 pages, as compared with 1,154 pages in the preceding volume, in spite of the fact that the previous volume contained the Canadian Trade Index which accounted for 300 pages. The average regular issue during the past year has contained 100, against eighty-four pages last year, and seventy-two in 1909-08. Meanwhile circulation increased to 3,400, being 400 more than a year ago. Earnings were $19,404, and cost of publishing $14,427, the profits being over $1,000 greater than in the previous year.

The Committee entrusted with the management of *Industrial Canada* also took up the subject of a trade directory, including all the manufacturers in Canada. The volume, which contains 550 pages, has recently made its appearance, and, notwithstanding the expenses of publication, is expected to bring a good profit to the Association.

The Railway and Transportation Committee.—Among the matters of importance dealt with by this Committee were the following: General freight rates; international rates; ocean rates; lumber rates; freight classifications; car-load minimums; express rates; express classification; water carriage of goods; the carriage of inflammable articles; telegraph rates; bill of lading; siding agreements; the Canada Australia steamship service; interswitching; parcel post; etc. The Committee made many suggestions in connection with the above and other topics, some of which would involve new regulations or new legislation. In addition to these general matters the Committee advised throughout the year in many matters of an individual character. Several articles of an educational nature were published by the department in *Industrial Canada.*

The Tariff Committee.—The Honourable the Minister of Finance having announced that it was not the intention of the Government to propose any alterations in the tariff, the work of this Committee during the past year related largely to the administration of the present Act, the following being the principal matters under consideration:—the operation of the British Preferential Traiff; the Franco-Canadian Convention of 1909; the agreements with Germany, Belgium, the Netherlands and Italy; and trade relations with the United States. The appointment by the Honourable the Minister of Customs of a special customs officer to investigate the fraudulent entry of foreign goods under the British Preferential Tariff was favourably noted by the Committee.

The Parliamentary Committee.—The most important development of the year, carried out under the auspices of this Committee, was the organization of a legal department, as suggested at the Hamilton convention last year. The department has worked out its plan under the direction of the Parliamentary Committee, confining itself for the time being to supplying information to members as to actual legislation and systems of assessment, corporation law, liens, contracts, insolvent estates, etc. In April last, Mr. F. W. Wegenast, a member of the Ontario Bar, was appointed secretary to the department. The work of the Committee and of the department during the past year was set forth under the following headings:—Company Incorporation and Company Licensing; Bulk Sales Acts; Workmen's Compensation; Supply of Labour; Dominion Legislation during the year; The Eight-Hour Day Bill; Nova Scotia Labour Commission; Immigration Regulations; Quebec Legislation; The Ontario Assessment Act and Stationary Engineers' Bill.

The Insurance Committee.—In no previous year was the volume of business transacted by this Committee equal to that of the past year. A considerable addition to the strength of the expert and clerical staff was made. The fixed allowance of $1,000 per annum was increased by $500 and it is recommended that the increase be continued for another year. The work of the Mutual Insurance Companies, organized under the ausipces of the Association, was outlined. Other subjects dealt with in the Committee's report were the adjustment of fire losses

the Dominion Insurance Act of 1910, the All-Canada Insurance Federation, the British Columbia Fire Insurance Commission and the continued development in the introduction of automatic sprinklers. Following the disaster which occurred in June at the *Herald* building the Committee had a circular letter addressed to all members urging the close inspection of water tanks, especially those which had been erected for some time on the roof of old buildings. Members requiring such inspection were offered the services of the Consulting Structural Engineer of the department, Mr. W. Fry Scott, at a reasonable cost. As a result of his investigations in this connection Mr. Scott reached the following conclusions:—

"First. The precedents established in the building of water tank towers are bad.

"Second. The cause is due in part to insufficient inspection,because in no case has any of the towers conformed to the specifications laid down by the National Board of Underwriters, the Canadian Fire Underwriters' Association, or other recognized insurance bodies.

"Third. The cause is also due to an evident lack of knowledge of correct practise in the new methods of construction that have developed from the introduction of steel.

"Fourth. From these two causes numerous bad details have resulted. any one of which may be a cause for failure."

Fourteen tanks and towers are now undergoing partial reconstruction, under plans laid down by Mr. Scott, but your Committee is convinced that many members of the Association have ignored consideration of the subject.

The Commercial Intelligence Committee. This Committee reported that as a result of its recommendation a Trade Commissionership for New Zealand was created by the Honourable the Minister of Trade and Commerce and the appointment of a Commissioner made. Consideration by the Government of the creation of a Commissionership for South America was urged. The Committee expressed satisfaction at the improvements made during the past year with the weekly Bulletin issued by the Department of Trade and Commerce, the following statement being made:—

In a general way it might be stated that the weekly report is better printed, more logically arranged and in every respect more attractive than it was a few years ago. It has steadily increased in size according as the service itself has grown. Its news items are much more up-to-date than formerly, and business men have learned to place more reliance upon them. Wherever it circulates to-day it is welcomed as a valuable adjunct to business, and it is to be hoped that the Department will continue to develop it along the lines so ably marked out by the Deputy Minister, Mr. O'Hara."

The Association's Commercial Information Department has been more than ordinarily useful to members in the past year. Foreign trade inquiries to the number of 863 were published in *Industrial Canada* and about 1,000 advice notes sent to the members, arising out of these inquiries. The Translation Bureau has also been more generally patronized than last year, eighty-nine firms having made use of it. Credit reports on foreign firms to the number of fifty-two were supplied to twenty-one members. The recommendations of the Committee of the West Indian Trade Commission are outlined. A uniform civic holiday throughout Canada is urged. Other topics dealt with by the Committee were the organization of a permanent exhibition of Canadian products in London, England, the census of 1911, the working of immigration agencies in Great Britian, the *Made in Canada* campaign and Canadian patent regulations.

Report of Technical Education Committee.—This Committee recorded its satisfaction with the successful issue of its "six years of careful planning, persistent effort and constant agitation" directed towards having the Dominion Government inaugurate a national movement for a standard system of technical education in Canada. The report contained a summary of the memorial presented to the Government in March, 1906. The action of the Honourable the Minister of Labour was commended in appointing the Commission now engaged in the work of inquiring "into the needs and present equipment of our Dominion of Canada respecting industrial training and technical education and into the systems and methods of technical instruction obtaining in other countries."

The Committee is preparing a general statement on behalf of the manufacturers

of Canada for presentation to the Commission and every member of the Association is urged to facilitate the inquiry to the best of his ability. It was pointed out that the Committee had made no recommendation as to the personnel of the Commission, and pleasure was expressed that in the appointment of the Secretary of the Association consideration was given solely to his qualifications for the work and a recognition of the valuable services of the Association in educating public opinion to the importance of this great question. Pending the inquiry of the Commission, no further action, along the lines of the different proposals discussed last year, will be taken.

Other Resolutions.

In addition to the endorsation of the above recommendations resolutions were adopted at the closing session of the Convention in the following matters:—

Insurance.

Resolved, that having regard to the important decisions affecting insurance matters, which it is expected will be handed down by the Courts during the coming year, and having regard also to the growing importance of the question of the legality of the various insurance associations, that this be an instruction to the Parliamentary and Insurance Committees to take such steps and secure such information as will enable either or both of these committees to report to the Executive Council as to the desirability and feasibility of bringing the important question of the legality of the insurance associations to a final decision.

Trade with Australia.

Whereas it is probable that changes may be made before long in the tariff of Australia.

Resolved, that in the interests of this Association, a special effort should be made by our Government to arrange for an interchange of commodities between Canada and Australia on a preferentail basis of customs duties.

The Tariff.

That the matter of carrying on an educational campaign with regard to the tariff be left to the discretion of the Tariff Committee.

The Colonial Conference.

Resolved, that the representatives of the Dominion of Canada at the forthcoming conference be requested to urge the desirability of taking immediate steps to bring about reciprocal preferential trade within the Empire, believing that thereby the bonds of union will be strengthened and the British Empire largely freed from dependence on foreign countries for food and other supplies.

The Companies' Act.

Whereas, there happens to be uncertainty as to whether charters for manufacturing companies should be issued by the Federal Government at Ottawa or the Provincial Governments of the various Provinces:

And whereas, uncertainty exists as to the extent of the powers granted by the Provinces and the Dominion respectively to such companies;

And whereas, various vexatious restrictions and conditions are at present imposed upon the exercise of the powers of companies under charters, both Dominion and Provincial;

Therefore, be it resolved, that the attention of the Federal and the Provincial Governments be drawn to the unsatisfactory state of the present law, and that a recommendation be made that steps should be taken to place the administration of the law governing the incorporation and control of companies throughout the whole Dominion upon a more uniform and reasonable basis;

And be it further resolved: that copies of this resolution be forwarded to the Premier, the Secretary of State and the Minister of Justice of Canada, and the Premiers, Provincial Secretaries and Attorneys-General of the different Provinces.

Officers.

Officers were elected as follows:—

President, W. H. Rowley, Hull, Que.
Vice-President, Nathaniel Curry, Montreal.

Provincial Vice-Presidents, T. B. Rogers British Columbia; S. N. Dougal, Quebec; J. P. Edwards, Nova Scotia; T. R. Deacon, Manitoba; T. S. Sims, New Brunswick; Hon. S. L. Haszard, Prince Edward Island; W. H. Clarke, Alberta and Saskatchewan.

Treasurer, George Booth.

Chairmen of standing committees; Parliamentary, Atwell Fleming, Toronto; commercial intelligence, S. L. Chapman, Toronto, reception and membership, J. A. McMahon, Hamilton; technical education, Geo. A. Howell, Toronto; *Industrial Canada*, R. J. Young, Montreal; tariff, T. A. Russell, Toronto; railway transportation, Harry Bertram, Dundas; representative Eastern and Central Canada Manufacturers' Mutual Insurance Company, G. A. Murray, Toronto; auditor, Wilton G. Eddie. Chairman of insurance committee to be appointed.

Notes.

Following the close of the Convention a visit was paid to Victoria, B.C. The return of the eastern delegates was made by special excursion and an opportunity taken to visit leading industrial centres en route, including Edmonton, Alta., Saskatoon, Sask., Winnipeg, Man., etc., at each of which formal receptions were tendered the delegates.

At the annual banquet of the Association held on the closing day of the Convention addresses were delivered by the President-elect, Mr. Rowley, by the Honourable the Premier of British Columbia, by Mr. R. J. Young and others.

PROFIT SHARING AND LAND INVESTMENT ARRANGEMENT FOR EMPLOYÉS OF THE WATTSBURG LUMBER COMPANY OF WATTSBURG, B.C.

AS a means of establishing a feeling of mutual interest and co-operation between itself and its employés, as well as of securing a permanent supply of white labour and in this way offering a solution of the "yellow labour" problem, the Wattsburg Lumber Company, which has its head office at Wattsburg, B.C., has recently announced a noteworthy arrangement with its employés. The arrangement contemplates the distribution of a certain number of shares of its capital stock among its employés, amounting virtually to a system of profit-sharing, and a plan of land distribution whereby an employé will be able to become the owner of his own home, including an area of productive real estate. The latter plan is described by Mr. A. E. Watts, president of the Company, in a statement which he has kindly furnished to the Department, in the following terms:

Land Purchase Arrangement.

"The Wattsburg Lumber Company, Limited, of Wattsburg, B.C., is irrigating several sections of land at Wattsburg and dividing it into small farms for employés who desire to make permanent homes. Lumber and materials for building houses, barns, &c., will be supplied at wholesale prices on time. Any employé can in this way become a land owner without capital, as easy terms will be given for payment within reasonable length of time, from one to twenty years, on conditions that eight per cent. interest, per annum, is paid and a deposit of five per cent. made on the purchase price of land and buildings.

"It has already been proved by years of experiments that from $500 to $1,000 worth of produce can be grown on land under irrigation. With a small piece of land under cultivation a man can raise with very little labour, enough to support a family. With a free range for cattle on the adjoining hills it is possible for one, by keeping a cow, a few pigs, poultry, &c., to become practically independent in a few years, if he will pay attention to mixed farming, which, with the aid of irrigation, ensures a crop that will pay.

"Small fruits can be grown in abundance, for which there is a good market. Vegetables for pickle making also make a profitable crop and the Company will undertake to purchase all surplus produce that can be grown in that line at the highest market price, and will provide canning, preserving and pickling works for that purpose, so that no grower need lose any part of his crop."

Profit Sharing with Employés.

As a further encouragement to white labour, so that the Company can dispense with colored labour, shares will be given to employés upon the face value of which there has been paid up three-fourths of the amount, leaving one-fourth to be paid by the holder. Profits will be divided on the same basis as if the shares were fully paid up, and part of the profits can thus go to pay for balance of the shares. Thus an employé can become the possessor of shares and a partner in the business without investing capital. It is not intended to allow any person other than those employed in the business to become shareholders, and as a safe-guard against the shares being offered for sale to the public, they will only be transferable from one shareholder to another. Any steady, industrious, white employé will be given share certificates upon application in writing; the value and amount to be determined by his character and conduct for the six months prior to his application.

The impression prevails that the milling business is a temporary or tansitory occupation. In this case, however, the Company controls sufficient timber to keep its mills in operation fifty years, and its other industries, such as sash and door works, wood pipe works, &c., may be carried on continuously.

Whether trade be good or bad, the Company undertakes that every effort will be made to provide those who desire to make permanent homes with steady employment. The shares mentioned will be worth more than their face value as there will be no watered stock. The value of the Company's property exceeds three-quarters of a million dollars and shares will only be issued for $500,000.

VOLUNTARY CONCILIATION AND ARBITRATION IN GREAT BRITAIN.*

GREAT success in the prevention of strikes and lockouts has been achieved in Great Britain through methods of voluntary conciliation. A Report has recently been issued by the Labour Department of the British Board of Trade describing these methods. A similar report was published three years ago, but the extensive developments which have since taken place have rendered necessary a second edition. There are at the present time 262 permanent Boards and Joint Committees known to be in existence, as well as a number of arrangements providing for conciliatory means in dealing with industrial disputes. It is estimated that nearly two million workpeople are covered by all these agencies for conciliation. There are also fourteen District Boards not confined to any particular trade, and two Boards restricted to questions affecting employés of co-operative societies.

In 1908, a system of conciliation and arbitration was established on all the principal railways of the United Kingdom, in accordance with an arrangement which had been effected at the Board of Trade. The principles of this system have since been adopted by the London County Council and its tramway workers. In the shipbuilding industry the machinery of conciliation was placed on a national basis, having been only of a local character before 1909. Additional Boards were formed under the national schemes of conciliation in the building trades, covering bricklayers, masons, joiners, plasterers, and, subject to certain conditions, builders' labourers. Conciliation Boards were also established in the printing and

*Second Report on Rules of Voluntary Conciliation and Arbitration Boards and Joint Committees. London, Wyman & Sons, 1910.

pottery trades, the fishing industry at Hull, the brass trades at Birmingham, and for iron founders on the North-east Coast and in Lancashire.

The value of Conciliation Boards lies in their ability to prevent stoppages of work, rather than in their power to settle strikes or lockouts. In this connection, it is stated that of the 7,508 cases settled by them in the ten years 1900–1909, only 104, or about one per cent. were preceded by a stoppage of work.

Ample provision to prevent a deadlock, where the parties are equally divided, has been adopted by 153 Boards and Committees, by reference either to (1) an arbitrator appointed by the Board of Trade; or (2) a permanent neutral chairman, arbitrator or umpire; or (3) an arbitrator or umpire appointed *ad hoc*; or (4) three arbitrators with decision by majority. In eighty-one other cases full machinery for the settlement of disputes is provided, but can only be put into operation by the mutual consent of the parties. In twenty-eight cases, including eleven boards and joint committees for which no formal rules have been drawn up, no provision has been made for preventing a deadlock.

The functions of the conciliation boards vary considerably in the different industries. In coal mining their principal function is the regulation of the general level of wages, effected for the most part by percentage additions to or deductions from the rates prevailing in some special year, taken as the 'standard.' Practically every coalfield in Great Britain is stated to have some conciliatory agency, the first one having been established in Durham County, in 1872. In the iron and steel trades the wages for the most part are regulated by sliding scales, under which the rate per ton paid to the workmen rises or falls with the advances or reductions in the actual selling price of the article manufactured. In this industry, the work of the conciliation boards has had to do with amendments in the sliding scale, the fixing of rates for special classes of work, and alterations in the methods of working. In recent years, however, the cases before the boards have diminished, owing to the establishment, by previous decisions, of general principles governing particular cases, and to the withdrawal of untenable cases by representatives of the operatives on the boards.

In the engineering trades, grievances which cannot be adjusted by the employers and workpeople immediately concerned, are referred to a local conference of Employers' and Workpeoples' Association, and from such conference appeal may be made to a central conference between the executive board of the Employers' Federation and the central authority of the trade unions signatory to the agreement of 1898. In the shipbuilding trades, up to 1909, the work of the permanent boards and committees was purely local, and was confined almost entirely to questions of the demarcation of work between the various trades. Since March 9, 1909, a national agreement has been in force, providing for the settlement of questions of wages and other matters by conferences, as in the engineering trades.

In the spinning branch of the cotton industry, disputes are dealt with in accordance with the terms of the Brooklands Agreement, signed in 1893, by which local disputes are first considered by the secretaries of the local employers' and operatives' organizations, or by a joint committee of these organizations appointed *ad hoc*. Failing settlement, the disputes are then referred to a joint committee of the Employers' Federation and the Operatives' Amalgamations, and no stoppage of work is allowed until this procedure has been carried out. It is further provided that no general change in wages shall be sought by either side until at least two years after the previous change, that a month's notice shall be given of any proposed change, and that all changes shall be of five per cent. upon the current standard wages. During 1909, 251 cases were settled locally by this agreement, and twenty-one by the Joint Committee in Manchester.

In the cotton weaving branch, disputes are considered in their first stages by a Joint Committee for North and North-east Lancashire, but the results of the discussions of the Committee must be reported by each side to their constitu-

ents. A new agreement was effected in December, 1909, similar to the one in the spinning industry, but an important provision that in cases of stoppage of work, meetings of the representatives of the signatories shall be held at intervals of four weeks in Manchester until the dispute has been settled.

The building trades were among the earliest to adopt permanent machinery for conciliation and arbitration, a Board having been formed at Wolverhampton, in 1864, which served as a model for other permanent boards, and laid down principles subsequently embodied in many local working agreements. In 1897, the Plumbers' National Conciliation Board was formed, and in 1905 a national scheme for conciliation was put into operation by the National Federation of Building Trades Employers and representatives of the trade unions of bricklayers, stonemasons, carpenters and joiners. A dispute is, in the first instance, referred to a local standing committee. Failing settlement, it comes before the local conciliation board for the district, on which the employers and the local branches of all the trade unions party to the scheme are represented. From there it may be sent up to one of the four Centre Boards, formed in each centre district of the Employers, Federation. A final appeal may be made to the National Board of Conciliation, consisting of representatives of the Employers' Federation and the Trade unions party to the scheme. At any stage matters may be referred to arbitration by mutual consent.

The scheme established for railways in 1908 provides that if desired changes in conditions of labour cannot be secured through the usual official channels, appeal may be made to a sectional board composed of representatives of the railway company and of the workmen, grouped for this purpose into sections according to the various classes of work. From there the disputed points may be brought before the Central Board, and equally referred to an arbitrator mutually agreed upon or failing a choice, one named by the Speaker of the House of Commons and the master of the Rolls.

ONTARIO LEGISLATION AFFECTING LABOUR, 1910.

THE most noteworthy feature, from the standpoint of labour, of the legislation passed by the Ontario Legislature during its session of the present year, is the extensive revision and consolidation which has been made in the labour laws of the Province. The 1910 volume of the Statutes thus becomes of exceptional value for purposes of reference on important phases of the laws enacted in Ontario with special relation to the condition of labour. Among the Acts which have in this way been recast and, with previous enactments of the same character, incorporated into one whole, are the following: The Master and Servant Act and its amendments of the past twelve years are consolidated and some improvements in form made. Similarly, the Wages Act, the Mechanics and Wage Earners' Lien Act and the Woodmen's Lien for Wages Act, are recast, while the Public and other Works Wages Act, with its amendments, are consolidated and thrown into clearer form. The Trade Disputes Act has undergone similar treatment, several verbal improvements being introduced. In consolidations of the Assignments' Act and Division Courts Act, the clauses for the protection of wages and the regulation of proceedings in garnishment are restated in improved form. In like manner a new "Bureau of Labour Act," and the clause of the Department of Agriculture Act relating to the Bureau of Industries, restate the provisions of the law governing the collection and publication of industrial labour statistics.

Protection of Workmen from Seizure of Wearing Apparel by Boarding House Keepers.

By an amendment to the Innkeepers' Act any keeper of a tavern or boarding

house retaining the wearing apparel of any employé or labourer in pledge for a greater sum than $6, on the payment of that sum or any less sum which is due, the wearing apparel must be immediately given up whatever the amount due by the labourer may be. This, however, is not to apply to other property of the servant or labourer.[1]

The Bread Sales Act.

A measure which intimately affects conditions among bakers throughout Ontario is the Bread Sales Act which fixes the weight of small loaves at 24 or 48 ounces averdupois, except in the case of small bread, which may be sold in any weight not exceeding 12 ounces. Scales and weights are to be kept in every bakeshop, and bread offered for sale must be weighed at the request of any purchaser. Violation of the above is punishable with a maximum fine of $5. The use of deleterious material is forbidden, under a penalty of $25, and the keeping of such material in any place where bread is made for sale is regarded as *prima facie* evidence of improper intentions. The council of every city, town and village is required to appoint an inspector to enforce the Act, whose duties are to see that the Act is carried out. The penalty for interfering with an inspector is $10. The Act came into force on July 1, 1910.[2]

The Steam Boiler Act.

The Governor-in-Council is now empowered to make rules, regulations and specifications respecting the constructing of steam boilers, including the materials to be used, the methods of construction, the tests to be applied, its inspection, and generally such other matters as may secure a uniform standard of strength, safety and efficiency. A steam boiler in this significance does not apply to boilers for heating water for domestic purposes, or railway or steamboat boilers, but includes other boilers used for generating steam for heating and power purposes.[3]

Notes.

An Act confirming the rights of aliens to hold real estate in Ontario was passed.[4]

The provisions of the Municipal Act with regard to the regulation and licensing of milk vendors are made more stringent.[5]

By an amendment to the Liquor License Act the sale of liquor on Christmas Day is prohibited.[6]

The jurisdiction of the Railway and Municipal Board over railways and street railways is enlarged, and some additional powers given, in the general interest of the public.[7]

The Act which was passed in 1909 regulating the manufacture of dairy products is amended in the section relating to the qualification of chief makers in creameries and cheese factories. The amendment is in the way of further ensuring competency.[8]

The Act respecting riots near public works is consolidated and considerably amended. A new definition of the term "weapon" is added, and the prohibition placed on employés having "weapons" in their possession is made more stringent.[9]

Certain changes in the method of taxing natural gas when found in the same well as oil are made. The Government may set aside localities in which oil and natural gas exist, and prescribe regulations as to methods of drilling, for the prevention of waste.[10]

The right of the Hydro-Electric Commission to enter upon lands for the purpose of constructing its transmission lines is confirmed and made clearer. The City of Hamilton and the Town of Tilsonburg are added as parties to the agreement for the suply of power, while certain changes in the terms of agreement are made.[11]

[1]Stat. Ont., 1910, Chap. 26, Sec. 9.
[2]Stat. Ont., 1910, Chap. 95.
[3]Stat. Ont. 1910, Chap. 98.
[4]Stat. Ont. 1910. Chap. 49.
[5]Stat. Ont. 1910. Chap. 85, Sec. 22.
[6]Stat. Ont. 1910. Chap. 94, Sec. 4.
[7]Stat. Ont. 1910. Chap. 83.
[8]Stat. Ont. 1910. Chap. 26, Sec. 28.
[9]Stat. Ont. 1910. Chap. 12.
[10]Stat. Ont. 1910. Chap. 26, Sec. 30.
[11]Stat. Ont. 1910. Chap. 16.

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR DURING THE FIRST EIGHT MONTHS OF 1910.

THE first eight months of the year 1910 saw an upward tendency in wages in most industries throughout Canada. Active operations in agriculture, lumbering, mining and the different trades made this increase possible. The breaking up of the winter season somewhat earlier than usual occasioned an active demand for men on farms, and affected labour generally. The lumbering and fishing industries were given a set-back in some cases by the mildness of the weather at the close of the winter season, but the extensive operations connected with railway construction in the west caused a great demand for men, and wages were very high. In the building trades increased rates were numerous. Many important changes also took place in the printing trades.

A detailed statement with regard to these and other changes of the period is as follows:—

Changes by Industries and Groups of Trades.

Agriculture.—Wages in this industry remained about the same as in 1909. The demand for men was great, application for more than 8,800 being filed with the Dominion Commissioner of Immigration, at Winnipeg. High wages were offered, the scale ranging from $25 to $40 per month for experienced men, and from $10 to $20 for inexperienced help. The season was earlier by about three weeks than that of 1909.

Lumbering.—The first part of 1910 saw great activity in the camps and mills connected with this industry. The early disappearance of snow brought operations in the woods to a close sooner than usual, and the return of large numbers of men from the winter camps affected the unskilled labour supply in several localities. Experienced men were in great demand in certain sections of British Columbia. In New Brunswick, stream drivers were paid from $2.25 to 2.75 per day, exceptionally good men earning as much as $3 per day.

Mining.—Active operations prevailed in connection with this industry throughout the whole of Canada. The wages paid were much the same as in 1909, but a general increase was made in the case of the miners employed by the Nova Scotia Steel & Coal Company. On a representation of a joint committee and the Grand Officers of the Provincial Workmen's Association, the Company increased the rate of wages at all their collieries 5 per cent. The change, which went into effect on the first of June, raised the minimum wages from $1.45 to $1.52 per day. In the metalliferous camps rates of wages remained much as before.

Railway construction.—Wages in this branch remained very firm, the demand for labour being particularly acute in the west, where large undertakings are being projected.

Building trades.—A number of changes took effect in the rates of wages of the building trades, and the active conditions prevailing accounted for general increases, among the more important being the following: Bricklayers in Berlin received a substantial increase. Stone masons in Montreal, to the number of about 500, are working for wages that are 12½ per cent. higher than those of last year, the increase dating from June 8. Workers in the same class in Vancouver were granted an increase of 5 per cent. in May, with an agreement for a similar increase after July. Carpenters in Halifax (125) had their wages increased from 27 to 30 cents per hour, while workers in this trade at St. Catharines were given a raise of 2 cents per hour, bringing their wages up to 35 cents per hour. From two to three thousand carpenters in Toronto were given an increase of about 6 per cent. In Western Canada the wages in two districts (Saskatoon and Lethbridge) were advanced 5 cents per hour for carpenters, those in the latter district having their working hours reduced from fifty-four to forty-eight a week, thereby earning 30 cents per week less than under the pre-existing schedule.

Lathers (120) in Toronto went on strike

for five days and obtained an advance of about 12 per cent., the minimum rate being raised on June 6 from $3.10 to $3.50 per day. Tile layers in the same city, to the number of sixty, received increases, journeymen, from 35 to 40 cents per hour, and improvers, from 25 to 30 cents per hour. Painters and decorators (1,000) in Toronto received an increase of 5 cents per hour, on May 28, a similar increase being granted of Lethbridge, with a reduction of working hours from fifty-four to forty-eight weekly. In Halifax, plumbers (38) were given an increase of 5 cents per hour, the previous rate being 25 cents per hour. In Ottawa, the same class (150) had their wages increased by 3 cents per hour, the change bringing the wages up to 39 cents per hour, while an eight-hour day replaced that of nine-hours for half the year. Lethbridge plumbers (25) were given an increase of $1.20 per week, the same class in New Westminster (14) and Vancouver (135) having their wages increased 12½ cents per hour. Victoria plumbers received an increase of 50 cents per day. Builders' labourers (1,500) in Toronto obtained an increase from 25 to 28 cents per hour.

Metal, engineering and shipbuilding trades.—Iron moulders (30) in Ottawa received an increase of 25 cents per day; in Peterborough (39) an increase of $2.36¼ (minimum) to $2.75 per day; in Waterloo (17) an increase of 1 cent per hour. Iron workers (400–500) in Toronto were granted a general increase of 5 per cent. in wages. Metal polishers (96) in the same city received 25 cents per ton more than formerly. Electric wirers at Brantford had their wages increased from 22½ cents to 25 cents per hour. Blacksmiths in Waterloo were given an increase of 1 cent per hour by the Waterloo Manufacturing Company, and the same class on the St. Thomas Electric Railway had their number of working hours reduced. Boilermakers (8) in Waterloo had their wages increased rather more than 1 cent per hour. In Ottawa, the same class, to the number of sixty-three, were given an increase of 3 cents per hour, in July, with an agreement for an increase of 5 cents per hour to date from January, 1911. Sheet metal workers (350 to 400) in Toronto were given an increase of 1½ cents per hour, raising the minimum to 33 cents per hour; in Hamilton the same class (100) got an increase from 25 to 32½ cents per hour.

Woodworking trades.—A change in the wages of upholsterers (600–700) in Toronto amounted practically to a 10 per cent. increase, bringing the full wage up to 35 cents per hour. Pattern makers in Port Hope (7) and Peterborough (25) received an increase of 25 cents per day, the previous wage being $2.75 per day.

Printing and allied trades.—Important changes took effect at St. John, Quebec, Peterborough and London. In St. John, thirty men received an increase of $2 per week. In Quebec the printers (140) demanded a 25 per cent. increase, but a compromise was effected with 12½ per cent. In Peterborough, workers in the same class received increases ranging from 50 cents to $1.50 per week, while in London seventy men were affected by changes which gave an increase of $1 per week to all employés and an additional increase of $1 to floor-men and job-men, the change coming into effect on July 1, 1911. Job-men's hours were reduced from fifty-one to forty-eight per week. In Chatham, printers' hours were changed from nine to eight per day. In Vancouver and Victoria, changes were made affecting 112 and eighty-three men respectively, those printers in the former place receiving an increase of $1.50 per week, and those in the latter an increase of $3 per week. Pressmen in St. John were given a substantial increase on November 22, also in Quebec, where the hours of the press-feeders were reduced from fifty-four to forty-eight per week. Important changes were made also in Ottawa, where the pressmen received an average increase of $4 weekly, while the wages among the feeders were raised as much as 58 per cent., an agreement having been made for five years.

Clothing trades.—Journeymen tailors (40) in St. Catharines received a weekly increase of $1, while coat makers (125) in Hamilton and London (35) received increases ranging from $1.50 to $3 per week.

Food and tobacco preparation.—Cigar makers (254) in London had their wages

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR DURING SEPTEMBER

CLASS OF WORKPEOPLE AFFECTED	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.	Estimated Rate of Wages per Week.		Estimated Hours of Labour per Week		Change in Wages per Head per Week.		Change in Working hrs. Per Head Per Week.		MANNER IN WHICH CHANGE WAS BROUGHT ABOUT.
					Before change.	After change.	Before change	After change	Increase	Decrease	Inc.	Dec.	
BUILDING TRADES.													
Bricklayers	Berlin		May 2		$21.60	$23.22 45 cents an hour.							
Masons	Maisonneuve	500	June 8	Wages raised from 40c. to 45 cents per hour.	21.60	24.30	54	54	2.70				Change made by agreement. By request.
	Vancouver		May 1	Wages raised from $5 to $5.25 per day. After July 1 to $5.50 per day.									
Carpenters	Halifax	125	May 1	Increase from 27 cents to 30 cents per hour.	14.58	16.20	54	54	1.62				Increase obtained by demand.
	St. Catharines	100	July 2	Increase from 33 cents to 35 cents per hour.	16.50	17.50	50	50	1.00				By agreement.
	Toronto	2,000 to 3,000	May 1	Minimum of 33 cents per hour raised by employers to 35 cents per hour, the more skilled men receive two or three cents over the minimum rate.	14.52	15.40	44	44	88 cents.				Change made voluntarily by employers.
	Saskatoon	300	May 1	Increase from 35 cents to 40 cents per hour. Agreement signed for 12 months by majority of contractors.	18.90	24.30	54	54	2.70				Increase demanded and obtained.
	Lethbridge and district.	360	May 1	Reduction in working hours from 54 to 48. (Increase in wages 5 cents per hour.)	24.30	24.00	54	48		30 cents.			After a strike.
Lathers	Toronto	120	June 6	Union asked increase from $3.10 (minimum rate) to $3.50 per day of eight hours. (3 grades.)	[1]17.16	19.36	44	44	2.20				Lathers went on strike from June 1 to June 6.
					[2]14.20	16.72	44	44	2.20				
					[3]13.00	14.08	44	44	1.08				Employers agreed for one year to pay rates entered.

Tile layers	Toronto	60	May	16	Journeymen obtained increase from 35 cents to 40 cents per hour (45 men). Improvers obtained increase from 25 cents to 30 cents per hour (15) men.	15.80	17.60	48	48	1.80				Change brought about after a strike of 4 or 5 days duration.
Painters and decorators	Toronto	1,000	May	28	Wages increased from 30 cents to 35 cents per hour, minimum rate.	13.20	15.40	44	44	2.20				Change effected after a strike lasting two weeks.
	Lethbridge	75	May	1	Hours changed 9 to 8 per day.	18.90	21.60	54	48	2.70				Change effected after a strike.
Plumbers	Halifax	38	May	15	Wages increased from 25 cents to 30 cents per hour. Ten cent raise refused by bosses and compromise took place.	13.50	16.20	54	54	2.70				After a strike lasting two weeks.
	Ottawa	150	July	1	Minimum wage increased by 3 cents per hour (36 cents to 39 cents) Eight-h'rday replaced nine for half of year. 43 cents per hour demanded.	18.00	19.50	50	50	1.50				Arrangement made by compromise.
	Lethbridge	25	May	1	Eight-hour day	25.20	26.40	48	48	1.20				After strike of ten days.
	New Westminster	14	April	1	Increase of 12½ cents per hour.	22 (min.)	27.50	44	45	5.50				On demand of workmen.
	Vancouver	135	April	11	Increase of 12½ cents per hour.	22 min.)	27.50	44	45	5.50				On demand of workmen.
	Victoria		May	7	Increase of 50 cents per day.	22.00	24.50	44	44	2.50				On demand of workmen.
Gas and Steam-fitters	"				No change									
Stone cutters	"				No change									
Builders labourers	Toronto	1,500	June	1	Increase from 25 cents to 28 cents per hour.	11.00	13.32	44	44	1.32				Strike declared and men returned to work for increased rates, no agreement being signed.

METAL, ENGINEERING AND SHIPBUILDING TRADES.

Iron moulders	Ottawa	30	Jan.	20	Increase of 25 cents per day.	14.00–15.00	15–00. 16.00	No ch	ange.	1.00				Voluntary concession.
	Peterborough	39	Jan.	20	Increase from $2.36¼ (minimum) to $2.75 per day of 10 hours.	14.00	15.00	55	55	1.00				After a strike lasting about two weeks.
	Waterloo	1 7	April	18	Increase of 1 cent per hr	13.85	14.44	59	59	59 cents.				Voluntary grant.

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR DURING SEPTEMBER.

CLASS OF WORKPEOPLE AFFECTED	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.	Estimated Rate of Wages per Week.		Estimated Hours of Labour per Week.		Change in Wages per Head per Week.		Change in Working h'rs. Per Head Per Week.		MANNER IN WHICH CHANGE WAS BROUGHT ABOUT.
					Before change.	After change.	Before change	After change	Increase	Decrease	Inc.	Dec.	
Iron workers.	Toronto.....	400 to 500	March 1	General increase of 5% in wages for all employés working on the per hour basis.....	$9 to 10	$9.45 to 10.50	58 to 60	58 to 60	45 cents to 50 cts.	.....	.....	.....	Advance made by Company During depression two years ago wages were reduced 10 per cent.
Machinists...	.....	.....	.....	.....	12–16–	12.60–17	58–60	58–60	60–1.00	.....	.....	.....	
Labourers....	.....	.....	.....	.....	8–9.00	8.40–9	58–60	58–60	40 cents (about)	.....	.....	.....	.....
Metal Polishers...	Toronto.....	96	Jan'y. 29	Some of the men stopped work for a day.	$3.50 per ton.	$3.75 per ton.	.....	.....	.....	.....	.....	.....	By demands of men.
Blacksmiths.....	Waterloo,	4	April 18	Increase given by Waterloo Manufacturing Company.	12.98	13.57	59	59	59 cents.	.....	.....	.....	By voluntary concession.
	St. Thomas....	6	Jan'y. 1	Same wages per hour, reduction of hours.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boilermakers.....	Waterloo.....	8	April 18	Increase or rather more than 1 cent per hour.	14.75	15.43	59	59	68 cents.	.....	.....	.....	By voluntary concession.
	Ottawa.....	63	July 1	Minimum wage fixed at 30 cents per hour from July 1 to January 1. From January 1911 to July 1912, minimum 35 cents. Raised from 27 cents.	15.00 (average)	16.0 (average)	50	50	$1.00	.....	.....	.....	Concession, on request of men.
Sheet metal workworkers.	Toronto.....	350 to 400	May 1	Former minimum at rate of 31½ cents per hour changed to 33 cents per hour. Skillen men receive up to 40 cents per hour.	15.75	16.50	50	50	75 cents.	.....	.....	.....	By friendly negotiations.
	Hamilton.....	100	May 23	Wages raised from 25 cents to 32½ cents. per hour.	11.00	14.30	44	44	3.30	.....	....	.....	After a strike

FOOD AND TOBACCO PREPARATION.

Cigarmakers.....	London.....	254	June	13	Increase from $10.50 to $11 per 1000 cigars on ten cent goods and on some special lines from $11 to $12	$12–$18	13.30–19.50	.....	.....	$1.50	.....	.....	.....	After a strike of members of Cigarmakers' Union.

LEATHER TRADES.

Tanners.....	Huntsville and Bracebridge..	450	June		Advance of ten per cen. to 15 per cent. over former rate of wages (Anglo--Canadian Leather Company.)	$1.80 per day.	$2.00 per day.	60	60	½1.20	.....	.....	.....	Increase given by employers with a view to attracting more labourers.
Leather workers..	Vancouver.....	40	April		Changes in hours from 9 to 8.	17.50	17.50	.....	.....	.....	.....	.....	.....	.....

TRANSPORTATION.

Railroad Telegraphers*	Grand Trunk Railway System.	701	March	1	Advance of about 6 per cent. House, fuel and light supplied.	$43.45–52.25	$46–55	.....	.....	.....	.....	.....	.....	By demands of men.
	Niagara Falls..	4	April	1	Increase of about 10 per cent.	52.50–75 (month)	57.50–80 (month)	70 (approximately)	70	$1.25	.....	.....	.....	.....
Trackmen**.....	Niagara Falls (G.T.R.)	25	June	1	Wages increased 10 cents per day ($1.50–$1.60).	9.00	9.60	60	60	60 cents.	.....	.....	.....	Men asked for 15 cent rase and struck. Compromise effected.
Freight handlers..	Niagara Falls (G.T.R.).	25	April	1	Increase from 14 to 16 cents per hour.	8.40	9.60	60	60	1.20	.....	.....	.....	Voluntary concession of Company.
	Toronto (C.P.R)	200 (about)	.....		Increase 1 cent per hr..	9.10–10.40	9.75–11.05	65	65	65 cents. 11 hour day.	.....	.....	.....	Voluntarily.
Truck men.....	Grand Trunk Railway Syst.	20	.....		Increase from 14½ cents to 15 cents per hour.	8.70	9.00	60	60	30 cents.	.....	.....	.....	After a strike.
Street Railway Employés.	Ottawa.....	300	May	1	Increase of ½ cent per hour (1 and 2 year men).	11.10–12.30	11.40–13.20	60	60	30 cents. and 90 cents.	.....	.....	.....	By voluntary concession.
					Increase of 1½ cent per hour (3 years or more service.) 18½ to 19 cents, 19½ cents to 20 cents, 20½ to 22 cents.			.....	.....	.....	.....	.....	.....	.....

*Labour Gazette for March, page 987, 1910. **For Canadian Pacific Railway and telegraphers, Grand Trunk Railway Company and trainmen see *Labour Gazette*, August, 1910.

WOODWORKING AND FURNISHING TRADES.

Upholsterers	Toronto	600–700	May	1	Change amounted practically to a ten per cent. increase, bringing the full wage up to 35 cents per hour.	$15 to 16.25	$16.25 to 17.50	50	50	$1.25	A			After negotiations between employers and Upholsterers' Union.
Patternmakers	Port Hope	7	May	1	Increase of 25 cents per day (27½ to 30 cents)	18.00	19.50	60	60	1.50				By demand of workmen.
	Peterborough	25	April		Increase of 25 cents per day (27½ to 30 cents)	18.00	19.50	60	60	1.50				By demand of workmen.

PRINTING AND ALLIED TRADES.

Printers	St. John	30	May	16	Increase of $2 per week	$12–$14	$14–16	8 hour day.	8-hour day.	$2.00				By demand of men.
	Quebec	140	Feb.	4	Demand for 25 cents increase. Compromise effected with 12½ per cent.	12–15	15.50–17	48	48					By demand of men.
	Peterborough	45	Feb.	1	Journeymen printers	12.00	13.50	48	48					After a strike.
					Foremen	15.00	16.00							
					Linotype Operators	16.00	16.50							
	London	70	July	1	Increase of $1 per week to all employés and an additional increase of $1 per week to floor men and job men on July 1, 1911. Job men's hours reduced from 51 to 48 per week.	15–20 (night) 14–19 (day)	16–20 (night) 15–19 (day)			1.00				By request of Typographical Union
	Chatham	92	June	13	Hours changed from 9 to 8.	10.00	Same overtime price.	53	48					Request made by Typographical Union.
	Vancouver	112	July	1		24.00	25.50	8-hour day.	8-hour day.	$1.50				Negotiations on demand of of workmen.
	Victoria	83	May	2	Increase of 50 cents per day.	24–27	27–30			3.00				Negotiations on demand of workmen.
Pressmen	St. John	70	Nov.	22	*Web pressmen, per week (day).	12–14	15.00	8-hour day	8-hour day.					
					Web pressmen, per week (night)	12–14	18.00							
					Book and Job pressmen (platen)	10–10.50	11–14							
					Book and job pressmen (cylinder).	10–10.50	14.00							

*In 1911 the pay of web pressmen will be increased to $18 for day work, and $20 for night work. Book and job pressmen will be increased in 1911 to $12–$15. This agreement to remain in force until Nov. 22, 1912, no regular scale having previously existed.

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR DURING SEPTEMBER

Class of Work-people Affected.	Locality.	Approximate Number of Work-people affected.	Date from which change took effect.	Particulars of Change.	Estimated Rate of Wages per Week.		Estimated Hours of Labour per Week		Change in Wages per Head per Week.		Change in Working hrs. Per Head Per Week.		Manner in which Change was Brought About.
					Before change.	After change.	Before change	After change	Increase	Decrease	Inc.	Dec.	
	Quebec	140	Feb. 17	Hand compositors	$12.00	$13.50	48	48					Demand by Typographical Union.
				Machine operators	15.00	17.50							Demand by Typographical Union.
		42		Pressfeeders	Various.	7–16	54	48					
	Ottawa	5		Five-year agreement. Cylinder pressmen will receive an average increase of $4 weekly, while among the feeders the wages will be as much as 58 per cent. higher than formerly. Overtime rates are time and ont-third until midnight, time and one-half after midnight and double time for Sundays and legal holidays.	(1910) (1912) (1913) (1914)	17.50 18.00 18.50 19.00	48	48	$4.00 upwards		—		After negotiations extending over several weeks. Previously the men had obtained a substantial increase.

CLOTHING TRADES.

Journeymen tailors	St. Catharines	40	April 10	Ten per cent increase asked for.	$9.00 (pc. wk.)	$10.00 (pc. wk.)	10 hr. day.	10 hr. day.	$1.00				Conference.
Coatmakers	Hamilton	125	May 10	About 2½ per cent. increase in prices.	12–15 (approx.	13.50–17.50	No change.	9-hour day					After a strike of ten days.
	London	35		Twelve per cent. increase to piece hands.	12.00	15.00	No change.						Request from employers.

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR DURING SEPTEMBER.

CLASS OF WORKPEOPLE AFFECTED	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.	Estimated Rate of Wages per Week.		Estimated Hours of Labour per Week		Change in Wages per Head per Week.		Change in Working hrs. Per Head Per Week.		MANNER IN WHICH CHANGE WAS BROUGHT ABOUT.
					Before change.	After change.	Before change	After change	Increase	Decrease	Inc.	Dec.	
	St. Thomas....	100	Jan'y. 1	Reduction of working day hours, with wage increase 1 cent per hour.	$ 17.40	$ 16.20	60	54	54 cents.	.....	.....	.....	By conference.
	London.....	150	April 1	Increase of 1 cent per hour (1 and 2 year). Increase of 2 cents per hour (3 years service	16 to 18 cents per hour.	16 to 20 cents.	60	57	57 cts. $1.14	.....	.....	.....	Voluntary concession by Company.
	Vancouver....	510	July	Increase of 5 cents per hour.	Graduated scale acc. to length of service.		54	54	.....	.....	.....	.....	.....
Carters, etc.....	Ottawa (Corporation.)	60	April 20	Increase from $2.25 to $2.50 per day (man, horse and cart).	13.30	15.00	54	54	1.50	.....	.....	.....	By request of carters made to City Council.
Teamsters.....	Ottawa (Corporation).	35	April 20	Advance from $4.32 to $4.50 per day, man and team.	25.92	27.00	54	54	1.08	.....	.....	.....	By request of carters made to City Council.
UNSKILLED LABOUR.													
Corporation labourers.	Ottawa.....	800	July 1	Minimum of day's wage raised from $1.75 to $1.80. Those at hardest work to receive $1.89 per day (upwards) at discretion of City Engineer.	10.50 average.	10.80–11.34– 11.25	54	54	.....	.....	.....	.....	Petition made by workmen.
	St. Catharines..	16	July 1	Increase.....	7.06–9.75	8.37–10.00	50	50	1.31 40 cents. 25 cents.	.....	.....	.....	Voluntary grant.
	Guelph.....	50	April 14	Increase.	10.50	12.00	59	.....	1.50	.....	.....	.....	Request by Trades and Labour Council. Men asked for 50 cent increase.
	Paris.....	10	April 27	Increase of 25 cents per day.	9.00	10.50							

Hotel employés (waitresses).	Ottawa	16	April 10	Increase of $3.00 per month in wages.	$3 with board.	3.75 with board.	70	70					Demand of employés.
Library assistants.	Toronto		Jan. 1	General Department, $300 to $600 in 8 years instead of 13 as before. Reference Department $350 to $700 in 8 years instead of 13 as before. Cataloguing Department, $400 to $725 in 8 years instead of 13 as before.									
Trained Nurses	Ottawa	83	Jan. 1	Advance of $3 per week ($21 for contagious diseases.)	15.00	18.00							By resoltuion of Ottawa Graduate Nurses, Association.
Stokers (gas works)	Ottawa	14	April 20	Increase of $1 per week in wages.	15.00	16.00	77	77	1.00				Request of men through foreman.
Electric wirers	Brantford	5	April 22	Increase from 22½ cents to 25 cents per hour.	12.12	13.50	55 about	55	1.38				By request of men.
Civic employés	London	12	March 1	From $25 to $100 increase per year.	450–1700 constant employment.	500–1800							
Firemen	St. Catharines	9	May 1	Increase in pay per year, (1) first year (2) second year, (3) third year. Assistant Fire Chief. Chief fireman	[1]4.80 [2]$480 [3]$480 [4]$650 $800	$520 $540 $572 $725 $900	122 122 122 122 122	122 122 122 122 122	$1.39 average				By voluntary concession owing to increased cost of living in district.
	Stratford	5	March 1	Increase voted by Aldermen. Chief Foreman Driver Firemen(2)	17.50 12.50 11.87½ 11.75	18.75 15.00 13.12½ 13.10	No change aver.	2.50 1.54	$1.25 1.25 1.35				By voluntary concession.
Millmen	St. John, N.B.	950	April 20 April 27	Ten per cent increase.	1.35–2 per day.	1.[illegible]7 per day	9-hour day.	9-hour day.	96 cents. average				After a strike of eight days.

increased from $10.50 to $11 per 1,000 cigars, the weekly increase being about $1.50.

Leather trades.—Tanners (450) in Huntsville and Bracebridge were given an increase of from 10 to 15 per cent. by the Anglo-Canadian Leather Company. Leather workers (40) in Vancouver had their working hours reduced from nine to eight per day.

Transportation. — Some important changes took place on the Grand Trunk Railway system. Railroad telegraphers (about 700) had their wages advanced about 6 per cent. Trackmen on the same system received an increase of 10 cents per day, and freight handlers (25) an increase from 14 to 16 cents per hour. The Canadian Pacific Railway freight handlers (about 200) in Toronto had an increase granted them of 1 cent per hour. Street railway employés (300) in Ottawa were given increases based on their length of service, and in St. Thomas the working hours of the same class were reduced from sixty to fifty-four hours per week, with a wage increase of 1 cent per hour. In London 150 street railway employés had the number of their working hours reduced from sixty to fifty-seven, and were also given increases based on their length of service. In Vancouver, 510 workers in the same class were given an increase of 5 cents per hour.

Civic employés.—In London a number of increases were granted, to take effect on March 1. Nine employés in constant employment, whose salaries ranged from $450 to $700 were given increases ranging from $25 to $100. At St. Catharines and Stratford the firemen had their salaries raised, nine in the former place receiving an average increase of $1.39 per week, and five in the latter city receiving an average increase of $145. weekly. In the case of the library assistants of Toronto, while the salaries were not in effect increased, the number of years in which the maximum could be attained was reduced from thirteen to eight. Corporation labourers received increases in Ottawa, St. Catharines, Guelph and Paris, all increases being at the rate of about 25 cents per day. The City Council of Ottawa, on requests from the carters and teamsters employed by the City Corporation, decided to give the former workers an increase of 25 cents per day, and the latter an increase of 18 cents per day, both changes coming into effect on April 20.

FAIR WAGES SCHEDULE IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF SEPTEMBER.

The following is a list of contracts awarded by the Department of Public Works, the Department of Railways and Canals, which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

BREAKWATER, MATANE RIVER, QUE.

BREAKWATER, east side of mouth of Matane river, Matane, Que.; name of contractor, Napoleon Trudel, St. Irénée, Que.; date of contract, August 29, 1910; amount of contract, $55,020.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman carpenter	$ 2.25 per day of 10 hours.
Engineman for pile-driver	2.00 " 10 "
Dredge engineer	75.00 p. month and board.
Dredge fireman	30.00 "
Cranesman	60.00 "
Scowmen	28.00 "
Deckhands	28.00 "
Cook (female)	20.00 "
Tug Captain	50.00 "
Tug engineer	55.00 "
Tug fireman	30.00 "
Carpenters	1.75 per day of 10 hours.
Blacksmiths	2.00 " 10 "
Blacksmiths' helpers	1.50 " 10 "
Ordinary labourers	1.50 " 10 "
Driv. with 1 horse and cart	2.00 " 10 "
Driv. with 2 horses and wag.	3.00 " 10 "

BREAKWATER, RUSTICO HARBOUR, P.E.I.

Re-construction of breakwater at Rustico Harbour, P.E.I.; name of contractor, Andrew Martin, Bloomfield, P.E.I.; date of contract, August 30, 1910; amount of contract, $6,775.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Engineman for pile-driver	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.25
Driv. with 1 horse and cart	2.00
Driv. with 2 horses and wag.	3.00

POST OFFICE, ELORA, ONT.

Post office building at Elora, Ont.; names of contractors, W. J. Whelan and E. A. Bleakney, Ottawa, Ont.; date of contract, September 3, 1910; amount of contract, $12,949.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Stonecutters	$3.00
Bricklayers	3.00
Masons	2.50
Carpenters	1.75
Joiners	2.00
Stairbuilders	2.25
Plasterers	2.50
Lathers	3 cents per yard.
Painters and glaziers	$2.00
Plumbers	2.25
Steamfitters	2.25
Sheet metal workers	2.00
Electrical workers	2.00
Builders' labourers	1.75
Ordinary labourers	1.50
Driver, horse and cart	2.50
Driver, team and wagon	3.50

WHARF, NATASHQUAN, QUE.

Wharf at Natashquan, Que.; name of contractor, G. R. Phillips, Cornwall, Ont.; date of contract, September 1, 1910; amount of contract, $17,250.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.35
Driv. with 1 horse and cart	2.00
Driv. with 2 horses and wag.	3.00

POST OFFICE, FERGUS, ONT.

Post office building at Fergus, Ont.; names of contractors, W. F. Whelan and E. A. Bleakney, Ottawa, Ont.; date of contract, September 3, 1910; amount of contract, $13,449.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Stonecutters	$3.00
Bricklayers	3.00
Masons	2.50
Carpenters	1.75
Joiners	2.00
Stairbuilders	2.25
Plasterers	2.50
Lathers	3 cents per yard.
Painters and glaziers	2.00
Plumbers	2.25
Steamfitters	2.25
Sheet metal workers	2.00
Electrical workers	2.00
Builders' labourers	1.75
Ordinary labourers	1.50
Driver, horse and cart	2.50
Driver, team and wagon	3.50

BREAKWATER, TENNECAPE, N.S.

Extension of breakwater at Tennecape, N.S.; names of contractors, J. E. & H. Bigelow, Canning, N.S.; date of contract, September 7, 1910; amount of contract, $5,475.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours. Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.25
Blacksmiths' helpers	1.75
Ordinary labourers	1.50
Driv. with 1 horse and cart.	2.25
Driv. with 2 horses and wag.	3.50

PUBLIC BUILDING, MARIEVILLE, QUE.

Public building at Marieville, Que.; names of contractors, Lachance Brothers, Ottawa, Ont.; date of contract, September 29, 1910; amount of contract, $16,300.

Trade or Class of Labour.	Rate of Wages, Per day of 10 Hours, Not less than:
Carpenters	$2.00
Painters and glaziers	2.00
Plasterers	3.50
Bricklayers	4.00
Masons	3.50
Stonecutters	3.20
Plumbers and steamfitters	2.50
Sheet metal workers	2.25
Builders' labourers	1.75
Common labourers	1.50
Driv. with 1 horse and cart	2.25
Driv. with 2 horses and wag.	3.50

RAILWAY STATION, ETC., AT BEAU RIVAGE, QUE.

Erection of combined station, dwelling and freight room, with all necessary platforms, at Beau Rivage, Que.; date of contract, September 13, 1910; amount of contract, $2,475. Contractor, Zenon Ouellet, of Bic, County of Rimouski, Que.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	2.25
Carpenters	1.75
Bricklayers	3.00
Masons	2.50
Painters	1.75
Tinsmiths	2.00
Labourers	1.25

RAILWAY NEAR ORANGEDALE, N.S.

From point at or near Orangedale, on Intercolonial Railway, etc., 50 miles. Date of subsidy agreement, September 1, 1910. Amount of subsidy, $3,200 per mile, not exceeding $6,400 per mile. Railway Company, "The Margaree Coal and Railway Company, Limited."

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Concrete men	$1.50
Rock drillers	1.50
Carpenters	2.00
Stationary engine engineer	2.00
" fireman	1.50
Steam shovel engineer	3.00
" fireman	1.75
" craneman	2.50
Steam rock drillers	2.00
Ordinary labourers	1.35
Driv., 1 horse and cart	2.25
Driv., 2 horses and wagon	3.50

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published except where otherwise stated, by courtesy of the Department of the Interior, Canada.

OF 864 homestead entries made during August, 1910, by persons from the United States there were 340 from South Dakota, eight-four from Minnesota, forty-eight from Michigan, forty-seven from Iowa, forty-four from South Dakota, thirty-nine from Wisconsin, thirty-two from Washington, thirty-one from Illinois, twenty-four from Montana, and twenty-one from Kansas.

The following table gives a detailed return of the total immigration to Canada for the months of April, May and June, 1910, compared with the corresponding months of 1909.

TOTAL IMMIGRATION TO CANADA FOR APRIL, MAY AND JUNE, 1910, COMPARED WITH THAT OF THE CORRESPONDING MONTHS OF 1909.

	1909–1910.				1910–1911.				INCREASE.				Percentage of Increase
	Males.	Females	Children.	Totals.	Males.	Females	Children	Totals.	Males.	Females	Children.	Totals.	%
April—													
Ocean Ports	8,057	2,021	1,550	11,628	19,420	4,811	3,588	27,819	11,363	2,790	2,038	16,191	139
U.S.A.	7,642	2,361	2,606	12,609	11,924	3,951	4,488	20,363	4,282	1,590	1,882	7,754	61
Totals	15,699	4,382	4,156	42,237	31,344	8,762	8,076	48,182	15,645	4,380	3,920	23,945	99
May—													
Ocean Ports	10,513	4,283	3,127	17,923	20,857	7,328	5,210	33,395	10,344	3,045	2,083	15,472	86
U.S.A.	7,115	1,925	2,067	11,107	8,508	2,938	2,748	14,194	1,393	1,013	681	3,087	28
Totals	17,628	6,208	5,194	29,030	29,365	10,266	7,958	47,589	11,737	4,058	2,764	18,559	64
June—													
Ocean Ports	6,302	3,030	2,329	11,661	13,424	6,012	4,181	23,617	7,122	2,982	1,852	11,956	103
U.S.A.	5,638	1,828	1,742	9,208	6,275	2,486	2,182	10,943	637	658	440	1,735	19
Totals	11 940	4,858	4,071	20,869	19,699	8,498	6,363	34,560	7,759	3,640	2,292	13,691	66
Grand Totals	45,267	15,448	13,421	74,136	80,408	27,526	22,397	30,331	35,141	12,078	8,976	56 195	76

Lands Patented.

Abstracts of letters patent, covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory, during the month of August, 1910, as compared with the same month of 1909, are as follows:—

STATEMENT SHOWING THE NUMBER OF AND AREA COVERED BY LETTERS PATENT ISSUED IN AUGUST, 1910-1909.

Nature of Grant.	August, 1910.	
	No. of Patents.	No. of Acres.
Alberta Railway and Irrigation Company's sales	8	6,090.00
British Columbia homesteads	16	2,564.90
British Columbia sales	12	507.02
Coal lands sales	2	480.00
Commutation grants	.....	.....
Homesteads	1,042	165,281.98
License of Occupation	.....	.....
Manitoba Act grants	.....	.....
Manitoba University grants	1	160.00
Military homesteads	1	320.00
Mining lands sales	2	143.50
Mineral rights (131.65 acres)	3	.....
North-west half-breed grants	25	3,598.41
Quit claim, special grants (320 ac.)	2	.....
Railways—		
Calgary and Edmonton Railway	.....	.....
Canadian Northern Railway	2	184.13
Canadian Pacific Railway grants	1	2.77
Grand Trunk Pacific Railway	.....	.....
Manitoba and Northwestern Railway	.....	.....
Sales	29	3,698.11
School lands sales	38	2,080.99
Special grants	8	139.35
Yukon Territory sales	5	194.06
Totals	1,197	185,715.22

In August, 1909, the number of patents issued was 1,687, covering an area of 262,457.07 acres, showing decreases for the month of August, 1910, of 490 in the number of patents issued, and of 76,741-.85 acres in the area patented.

Homstead Entries.

The following statement shows the number of homestead entries made during August, 1910, as compared with the month of August, 1909:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF AUGUST 1910, AS COMPARED WITH AUGUST, 1909.

AGENCY.	Manitoba.		Saskatchewan.		Alberta.		British Columbia.	
	1910	1909	1910	1909	1910	1909	1910	1909
Battleford	.....	.....	209	121	.....	.....	.....	.....
Brandon	3	7	.....	.....	.....	.....	.....	.....
Calgary	.....	.....	.....	.....	321	474	.....	.....
Dauphin	107	70	.....	.....	.....	.....	.....	.....
Edmonton	.....	.....	.....	.....	476	308	.....	.....
Estevan	.....	.....	102	72	.....	.....	.....	.....
Humboldt	.....	.....	138	135	.....	.....	.....	.....
Kamloops	.....	.....	.....	.....	.....	.....	23	25
Lethbridge	.....	.....	.....	.....	84	420	.....	.....
Medicine Hat	.....	.....	74	.....	113	.....	.....	.....
Moose Jaw	.....	.....	469	613	.....	.....	.....	.....
New Westminster	.....	.....	.....	.....	.....	.....	.....	3
Peace River	.....	.....	.....	.....	62	3	.....	.....
Prince Albert	.....	.....	165	67	.....	.....	.....	.....
Regina	.....	.....	45	47	.....	.....	.....	.....
Red Deer	.....	.....	.....	.....	202	169	.....	.....
Saskatoon	.....	.....	354	262	.....	.....	.....	.....
Swift Current	.....	.....	296	.....	.....	.....	.....	.....
Winnipeg	151	115	.....	.....	.....	.....	.....	.....
Yorkton	.....	.....	106	101	.....	.....	.....	.....
Total	261	192	1,958	1,418	1,258	1,194	23	28

Total number of entries: August, 1910, 3,500
August, 1909, 2,832

Net increase for August, 1910, 1,910

A statement of the entries made during the first eight months of the calendar year, 1910, compared with the same period of 1909, is as follows:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE JAN.-AUG., 1910 AND 1909.

MONTH.	MANITOBA.		SASKATCHEWAN.		ALBERTA.		BRITISH COLUMBIA	
	1910	1909	1910	1909	1910	1909	1910	1909
January	152	125	976	605	1,558	566	12	12
February	161	168	1,069	636	1,007	543	17	17
March	202	219	2,688	1,271	1,901	1,077	28	25
April	324	231	4,240	2,395	2,620	1,934	25	44
May	281	170	3,745	1,611	2,328	1,433	20	29
June	354	268	3,440	2,347	1,985	1,569	23	21
July	307	300	2,576	2,304	1,356	1,617	21	27
August	261	192	1,958	1,418	1,258	1,194	23	28
Total	2,042	1,673	20,692	12,587	12,413	9,933	169	203

The total entries made during the first eight months of 1910 numbered 36,916, compared with 24,396 in the corresponding months of 1909, or an increase of 12,520.

Nationalities of Homesteaders.

The nationalities of homesteaders during August, 1910, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, were as follows:—

NATIONALITIES OF HOMESTEADERS DURING AUGUST, 1910.

NATIONALITIES.	PROVINCES.				
	Manitoba.	Saskatchewan	Alberta.	B. Columbia.	TOTAL.
Canadians from Ontario	1	164	171	1	337
" Quebec	1	34	38	1	74
" Nova Scotia	.....	6	11	1	18
" New Brunswick	.....	5	8	.....	13
" Prince Edward Island	.....	6	2	.....	8
" Manitoba	48	55	20	.....	123
" Saskatchewan	.....	386	9	.....	395
" Alberta	.....	9	56	.....	65
" British Columbia	.....	3	8	.....	11
Persons who had previous entry	40	41	64	.....	145
Newfoundlanders	.....	.....	.....	.....	.....
Canadians returned from the United States	.....	28	11	.....	39
Americans	14	456	347	8	825
English	41	328	197	8	574
Scotch	10	50	38	.....	98
Irish	2	16	26	3	47
French	2	16	5	.....	23
Belgians	1	4	9	.....	14
Swiss	.....	3	8	.....	11
Italians	.....	4	1	.....	5
Roumanians	8	3	1	.....	12
Syrians	.....	6	.....	.....	6
Germans	5	49	17	.....	71
Austro-Hungarians	62	100	65	1	228
Hollanders	.....	7	12	.....	19
Danes (other than Icelanders)	3	18	5	.....	26
Icelanders	2	4	1	.....	7
Swedes	4	36	61	.....	101
Norwegians	3	63	26	.....	92
Russians (other than Mennonites and Doukhobors	14	56	40	.....	110
Mennonites	.....	.....	.....	.....	.....
Doukhobors	.....	.....	.....	.....	.....
Chinese	.....	.....	.....	.....	.....
Japanese	.....	.....	1	.....	1
Persians	.....	.....	.....	.....	.....
Australians	.....	.....	.....	.....	.....
New Zealanders	.....	.....	.....	.....	.....
Turks	.....	2	.....	.....	2
Total	261	1,958	1,258	23	3,500

Number of souls represented by above entries, 8,417

RETAIL PRICES OF STAPLE ARTICLES OF

The accompanying table sets forth the retail prices prevailing on, or about, the fifteenth day of the month pre-
living in the leading centres of industry throughout Canada.

The list of commodities includes twenty-eight varieties of food, with fuel and coal oil. In addition a statement
usually occupied by workingmen.

The exact quality for which the quotation is given is set forth in the case of each commodity, and every care
may be available for purposes of comparison.

The list of localities includes nearly every place having a population of 10,000 people, and is representative of

The quotations contained in the table have been furnished by the correspondents of the *Labour Gazette* in the
the Department.

RETAIL PRICES OF STAPLE

LOCALITY.	Beef.		Veal, forequarter, per lb.	Mutton, hindquarter, per lb.	Pork.		Bacon, best smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure leaf, per lb.	Eggs.		Milk, per quart.	Butter.		Cheese.		Bread.		Flour, strong bakers, per lb.	Rolled Oats, per lb.
	Sirloin steak, best, per lb.	Medium chuck, per lb.			Fresh roasting, per lb.	Salt, per lb.				New laid, per doz.	Packed, per dozen.		Dairy, tub, per lb.	Creamery prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.		
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	ct	cts.	cts.	cts.	cts.	lb.	cts.	cts.	cts.
Nova Scotia—																				
Sydney	18	12½	12½	15	18	16	20	5–12	20	27	24	7	23–25	28	18	1	1¼	4	3	4
Glace Bay	20	13	10–12	15–16	....	18	25	5–12	18	26	....	10	26	30	15	....	1¼	4	3¼	4
Westville	15	12	8	14	17	17	23	6	20	25	20	6	23	25	16	16	1½	4	4	4
Halifax	20	14	14	15	20	17	22	12½	22	22	....	6	25	28	20	16	1½	4	3	3½
Amherst	18	14–16	....	14	18	16	25	20	20	26	24	6–7	24	27	16	16	1¼	5⅔	4	4
Prince Edw. Isl.																				
Charlottetown.	14–16	14	10	12–14	16	16	20	5–15	18	18	15	5	20–22	22–24	16–18	18	2	3½	3½	3½
New Brunswick																				
Moncton	20	12	....	14	16	16	25	6–18	20	22	....	7	22	27	....	18	2	4	4	4
Newcastle	18	14	12	15	18	17	22	5	19	25	23	7	23	30	16	16	2½	3½	3	5
St. John	20	14	12	15	16	16	22	4–5	20	35	24	7	25	27	16	16	1½	4	4	4
Quebec—																				
Quebec	14–17	13–15	10	13–14	17	18	20–22	8	20	25	20	8	22–25	24–26	16	15	6	3⅔	3–⅜	5
Three Rivers.	18	14	10	15	16	16	22	8–12	20	22	19	7	23	25	20	16	6	3		4
Sherbrooke	20	8–10	8–12	16	18–19	18	20	10–25	22	28–30	20–22	7	25–28	29–30	18	18	...	5	4	5
St. Hyacinthe.	12	10	8	12	14	18	20	10–20	18	22	20	6	27	25	16	16	6	3	3	4
Maisonneuve.	18	15	10	14	17	16	20	8–20	20	30	22	7	28	30	18	16	3	4½	4	4
St. Johns	16	14	18	16	15	16	20	12–18	20	24	....	6	23	26	18–20	15	...	3½	3½	4
Hull	13–18	13–18	6½ 7	13–14	16–17	16	18–22	7–12	18	24	....	6	24	25–26	15–16	....	6	3⅔	3½	3

CONSUMPTION, CANADA, DURING SEPTEMBER, 1910.

ceding the present issue of the *Labour Gazette*, of the more important staple commodities entering into the cost of is given of the rental of a representative workingman's dwelling of the better class in the quarter of each locality, has been taken to ensure that the quotations in each case refer to the same class of commodity, in order that the statistics every Province in the Dominion.

respective localities, under detailed instructions as to sources of information, quality of goods to be quoted, etc., from

Department of Labour, Canada,
Retail Prices: Table, No. 9.

COMMODITIES, CANADA, SEPTEMBER, 1910.

Rice, good, medium, per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar.		Tea.		Coffee, medium, Mocha, per lb.	Potatoes, per bag, of 1½ bushel.	Vinegar, White Wine, XXX per quart.	Starch, laundry, per lb.	Coal.		Wood.		Coal oil, per gallon.	Rent, per month.
				Granulated, in dollar lots, per lb.	Yellow, in dollar lots. per lb.	Black, medium, Indian or Ceylon, per lb.	Green, medium, Japan, per lb.					Anthracite, per ton of 2,000 lbs.	Bituminous, per ton of 2,000 lbs.	Hard, best, per long cord.	Soft wood, per cord.		
cts	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	$ cts.	$ cts.	$ cts.	$ cts.	cts.	$ cts.
4½	4½	12	6¼	6	5	23–35	30–40	25–40	1.05	10	8⅓	7.50	3.00	4.00	.....	25	18–20
4	4½	10	10–12	6	5	25–50	.....	30–40	1.65	10	8	.....	3.00	.....	.....	23	6–18
5½	5	10	8	6	5½	30	25	35	90	9	10	.....	3.20	3.50–4	.....	20	5–15
3	5	8	10	6	5½	40	40	40	1.00	10	10	7.00	6.00	8.00	7.00	18	12.00
5	5	12	12	6	5	30–40	40	40	75	10	10	6.50	4.75	5.00	4.00	21	10–14
5	5	12	10–12	6	5	25	30	40	40	12	10–12	5.85	3.90	.....	1.25	25	6–8
5	5	12	10	6	5¼	35	40	40	1.20	8	12	6.35	5.50	4.50	3.25	23	14.00
5	5	12	10	6	6	28	.....	40	75	10	10	7.00	5.25	4.00	3.00	25	8.00
5	5	12	10	6	5½	30	50	40	90	10	16	6.75–7	4.85–5.50	8.00–9	4.00	20	9.00
5	5	13	12	5½	5	25–30	25–30	40	50–60	20	10	7.25	4.75	6.00–7	4.50–5.50	18	16–18
4	5	12	12	6	5½	30–50	25–50	25–50	90	15	8	6.50	5.00	6.50	4.00	18	8.00
5	5	12½	12½	6	5½	30–50	30–50	40	50	10	10	7.10	5.90	4.75–5	3.50–4	25	11–14
5	5	12	13	6	5½	30–60	30–60	40	75	5–7	8	6.75	5.25	5–7.50	4–4.50	20	8–9
4	5	12	10	5	4½	30	25	30	75	20	10	7–6.75	4.50	8.00	6.50	18	12.00
5	5	12	11	5½	5	35	35–40	40	60	10	8	6.25	5.00	7.50	6.00	20	8.00
4	4	12	8	5½	5	40	40	40	75	10	8	7.25	5.50	5.50	3.50	18	10–15

RETAIL PRICES OF STAPLE

LOCALITY	Beef.				Pork.					Eggs.			Butter.		Cheese.		Bread.			
	Sirloin steak, best, per lb.	Medium chuck, per lb.	Veal, forequarter, per lb.	Mutton, hindquarter, per lb.	Fresh, roasting, per lb.	Salt, per lb.	Bacon, best, smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure leaf, per lb.	New laid, per doz.	Packed, per doz.	Milk, per quart.	Dairy, tub, per lb.	Creamery, prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.	Flour, strong, bakers, per lb.	Rolled oats per lb.
Ontario—																				
Ottawa	17	12½	12½	15	17	15	22	15	20	25	23	7	25	27	19	17	3	3¾	3½	4
Kingston	20	15	10	15	15–18	18	23	12½	20	23	....	5	....	28	16	....	3	3½	3–3½	5
Peterborough	20	12	12½	15	18	17	25	15	20	22	....	6	22	22	18	17	2	5	3½	5
Toronto	20–22	8	8	12–15	20–25	17–18	23	12–18	18–20	28–30	25	8	23–25	27–30	17–18	14–15	3	4	3½	3½
Niagara Falls	18	10	15	20	20	16	25	12	20	29	....	7	30	32	17	16	1¼	4	3½	5
St. Catharines	18	12½	12½	15–18	18	15–17	26–28	13–15	18	28	26	7	27	30	18	15	3	4	4	4
Hamilton	18–20	12–15	14–18	15–20	19	19	26	12½–20	20	28	25	7	27	32	20	16	1½	3½	3	
Brantford	20	12	14	18	18	16	23	13	20	25	....	6	....	25	18	15	1½	3½	3½	5
Guelph	20	15	13	18	20	18	22	12½	20	23	....	6	25	28	20	15	3	4	2½	4
Berlin	18	14	12	23	20	20	25	14	20	25	....	6	25	28	18	15	1½	4	3⅜	4
Woodstock	18	11	14	15	20	18	28	8–13	20	22	....	6	25	28	20	15	1¼	4	3	3
Stratford	18	15	13	16–18	22	20	25	12½	15	20	20	6	20–23	20–23	17	15	1¼	4	3	4
London	18	12	12	15	18	20	25	15	20	23	....	6	26	28	20	16	1¼	4	3¼	5
St. Thomas	20	14	14	15	20	19	22	12	22	22	....	6	25	28	20	16	1½	3½	3	3½
Chatham	18	12½	15	18	18–20	....	25	12–	20	18	....	6	25–28	28	18–20	16	1½	4	2⅝	3½
Windsor	18	10–12	9	12½	18	16	23	15	22	23	....	7	26	30	20	20	2	3	3	5
Slt. Ste. Marie	20	12½	14	17	18	19	22	12½	19	30	25	7	25	27	....	16	1½	5	3¼	5
Port Arthur	22	15–18	12	18–20	22–25	20	22½–25–	10–12	20	30–35	25–30	10	30	35	....	20	3	4¼	3½	3
Manitoba—																				
Winnipeg	22	10	12½	23	23	20	30	18	22	40	30	7	30	33	15	15	5	5	2–3	4
Brandon	18	12½	12½	20	20	18	25–30	15–18	23	25	....	8	25	30	18	18	1½	4	3½	5
Saskatchewan—																				
Regina	22	15	20	20	18	15	35	15	25	35	....	10	30	35	20	....	1½	3½	3½	5
Moose Jaw	18	12½	12–15	20	18	....	30	15	22½	40	30	12	35	35	20	20	6¼	4	3½	4
Alberta—																				
Calgary	18	10	12½	20	20	22	27	12½–15	20	35	30	10	30	35	20	20	1½	4½	3½	4
British Columbia																				
Nelson	20–22	15	15	20–22	20	20	25–30	12½–15	20–22	45	30	12½	30	40	....	20	1	6¼	4	3½
New West'min'	18	12½	18	25	23	18	27½	15	22	50	40	10	40	40	20	20	1½	6¼	3½	5
Vancouver	20	10	10	18	20	20	30	12½	20	50	35	10	25	35	20	....	1¼	5	3½	3
Nanaimo	20	15	16	25	22	23	30	10	20	50	35	10	30	40	20	20	2	4½	4	5

COMMODITIES, CANADA, SEPTEMBER, 1910.

Department of Labour, Canada, Retail Prices: Table, No. 9.

Rice, good, medium, per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar.		Tea.		Coffee, medium, Mocha, per lb.	Potatoes, per bag, of 1½ bushel.	Vinegar, White Wine, XXX, per quart.	Starch, laundry, per lb.	Coal.		Wood.		Coal oil, per gallon.	Rent, per month.
				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium, Indian or Ceylon, per lb.	Green, medium, Japan, per lb.					Anthracite, per ton of 2,000 lb.	Bituminous, per ton of 2,000 lb.	Hard, best, per long cord.	Soft wood, per cord.		
4	5	10	10	5½	5	30	30	35	85	10	8	7.50	5.50	6.50	3.50	20	10–12
5	5	10–12	13	5½	5	35	35	30–40	60	10–13	8–10	7.00	6.25	7.00	4.50	18	6–10
5	5	12½	10	6	5¼	40	40	40	90	10	10	7.40	5.50	6.00	3.00	20	20.00
4	5	10	8⅓	6	5	25	25	25–40	80	10	7	6.75	5.00	7.50	5.00	17–18	16.00
5	5	.....	10	6¼	5½	30–50	30–50	40	1.50	10	8	6.00	4.00	7.00	4.00	20	10–15
5	5	.....	10	7	6	40	40	30	1.20	10	8	6.50	.....	8.00	5–6	17	11.00
5	5	5	10	7	6½	35–40	35–40	40	75	8	8	6.75	5.50	7.00	5.50	18	15.00
7	5	.....	8	6¼	5	25–40	25–40	35	90	10	9	7.00	5.00	8.00	5.00	16	10.00
5	5	10	10	6	5½	25–50	25–50	25–40	90	10	8	6.75	5.00	8.00	5.50	18	10.00
5	5	10	8⅓	6	5	30	30	30	80	10	8	6.75	4.50	8.00	5.00	20	10.00
4	5	.....	8	6⅓	5⅓	25	25	25	90	10	10	6.25	4.50	7.50	6.00	16	8.00
5	5	8	10	6½	5½	25	25	30	80	10	10	6.50	6.50	8.50	7.00	.....	8–12
5	5	10	10	6¼	6	30	30	40	75	10	8	7.00	6.50	8.00	6.00	15	10–13
8	5	8	10	6	5½	40	40	40	1.00	10	10	7.00	6.00	8.00	7.00	18	12.00
4–5	4	12½	8–10	6	5¾	25–50	25–50	40	80–90	10	9	7.00	5.00	4.50–5	.....	15	8–10
5	7	12½	10	6	5	30	30	30	1.25	10	10	7.50	5.00	8.00	4.50	20	12–15
5	5	10	10–15	6¼	6	40	40	30	1.25	10	10	8.00	5.50	6.00	4.00	25	10–15
5	5	10	10	6¼	6¼	25–60	30–40	25–40	1.60	10	8–10	7.55	6.50	4.50–6	3–4.50	30	12–25
6¼	4½	12	10	6¼	5¾	35	35	35	1.90	15	10	10.50	9.00	7.50	6.00	35	20–25
7	5	15	10	7	6¾	35	35	35	1.25	10	10	11.25	9.00	6.75	4.75	35	15–30
8	6	12½	8⅓	7¼	6¼	30–50	40	35	75	15	10	12.50	8.50	8.00	7.75	35	30.00
5	7	12½	10	6¼	6	40	40	40	1.90	15	12½	12.50	8.00	.....	9.50	35–40	25.00
5	6	12½	10	6¼	6	35	35	45	2.20	15	10	8.50	6.50–6.75	12.00	1.75	35	25–30
8¼	8	15	10	7	6	50	50	40	1.75	20	12½	9.50–10.00	7–8.25	.....	6.00	50	15–20
6	6	12½	8	6¾	5¼	35	35	40	1.27	10	8	7.75	.....	.....	5.00	40	18.00
4	5	10	10	5¾	5¼	35	35	35	.25	15	8	.....	7.50	5.00	.....	40	25.00
6	10	12½	8	6¼	5¾	40	40	40	1.75	20	12½	.....	4.50	.....	.....	40	8–12

RECENT INDUSTRIAL AGREEMENT.

ON September 8 a basis of agreement was signed by representatives of the Builders' Exchange of Montreal and the local associations of bricklayers and masons, the members of which had gone out on strike some time previously.[1] The terms of the agreement are as follows:—

Agreement between the Builders' Exchange of Montreal, Que., and the Local Bricklayers' and Masons' Union.

1. The strike against the Builders' Exchange shall be officially called off.

2. All present proceedings taken by the Builders' Exchange against the men brought over from England shall be dropped.

3. The Bricklayers' & Masons' International Union shall drop the demand that the foreman shall be members of the Union. The appointment of a foreman shall be absolutely at the discretion of the Master Builders. In case of a strike or any other trouble it is distinctly understood that the foremen are to be allowed to remain at their work, and are not to be interfered with by the Union.

4. The Bircklayers' and Masons' International Union shall not discriminate in any way against any employés as members of the Canadian Federation of Labour, or vice versa, and the members of the Builders' Exchange shall not discriminate against members of the Bricklayers' and Masons' International Union.

5. Protection of men who are now working shall be guaranteed by this agreement. Men who are now members of the Canadian Federation of Labour shall not be molested or subjected to fines by the Bricklayers' and Masons' International Union or vice versa.

6. The demand for "Open Shop" shall be dropped by the Builders' Exchange, and all employés shall be members of either one or the other of the aforesaid Unions.

7. All claims of damages, if any, against the Bricklayers' and Masons' International Union of Montreal, the Builders' Exchange or J. H. Lauer, shall be waived.

8. A joint Arbitration Committee consisting of two representatives from either side shall be permanent during the term of this agreement. This Committee is to inquire into all matters or disputes that may arise in the future, and work shall not be interrupted pending the decision of this Committee. An Umpire shall be chosen by the Committee at their annual meeting, as the first item of business after organization. This Umpire must be neither a workman nor an employer of workman. He shall not serve unless his presence is made necessary by failure of the Committee to agree. In such case he shall act as presiding officer at all meetings, and have the casting vote, and the decision of the Arbitration Committee shall be binding on other parties. No member who is not engaged in the Bricklayers' or Masons' trade shall be eligible to act as representative on the Board of Arbitration.

9. The International Bricklayers' Union No. 1 and the Stone Masons' Union No. 2 (Quebec) shall obtain at once a charter under the laws of this Province giving them civil existence.

10. This agreement shall be in force from September 6, 1910, up to and including June 30, 1912.

11. Three months' notice shall be given in writing by either party to this agreement as to any alterations before the expiration of same.

12. The rates of wages during the term of this agreement shall be fifty cents (50c) per hour for bricklayers, sewer and conduit work, sixty cents (60c) per hour; and forty-five cents (45c) per hour for stonemasons. No member of the Bricklayers' and Stone Masons' Union shall work for any person, firm or corporation not a bona-fide builder or contractor, for less than ten cents (10c) per hour more than the current rate of wage.

13. The Bricklayers' and Masons' International Unions shall not order any strike against any firm or company, parties of this agreement, or shall any number of members of either Unions leave the work of any firm, person or company, parties of this agreement, before the matter in dispute has been reported to the joint Arbitration Board.

14. Nine (9) hours shall constitute a day's work.

[1] For a statement with regard to the origin of the dispute see the *Labour Gazette* for August 1910, page 284.

15. Except in cases of extreme necessity, no work shall be done before the hours of 7 a.m., or after 5 p.m., each working day, or after 5 p.m. on Saturday, till 7 a.m. Monday.

16. All overtime after 5 p.m. shall be paid for at the rate of time and a half.

17. Holidays shall consist of Sundays, Christmas Day, New Year's Day and Labour Day, and shall be paid for at the rate of double time.

18. The Bricklayers' and Masons' International Union shall be paid their wages on or before 5 p.m. on the regular pay day, which shall not exceed two weeks and not more than two days pay shall be held back from any men working within a radius of 20 miles from Montreal General Post Office.

19. All members on being discharged shall be paid their wages in full at the office or on the job.

20. Any member laid off through lack of material or any other cause, shall upon demand, be paid his wages within four hours of such demand being made at the office or on the job, or waiting-time at the regular rate of wages must be paid for such time as the wages are withheld.

21. The business agent or President of the Bricklayers' and Masons' International Union shall be allowed to visit all jobs during working hours, to interview the Steward of the job and possibly other members of this Union. Nothing in this rule shall be construed as giving such agent authority to issue orders controlling the work of workmen, or to interfere with the conduct of the work. He shall report all grievances or alleged violations to the Arbitration Committee for immediate action.

22. Should any trouble arise on the job between the other trades and the employer, the bricklayers and masons shall not be withdrawn from the works.

23. The contractors shall provide on their respective jobs a shed with waterproof roof for the use of the men employed, as a tool-shed, and as a shelter during wet and rough weather.

24. The following work shall be done by bricklayers: All kinds of brickwork, cutting and setting of terra-cotta, fireproofing, cutting and setting of cement blocks, including all cement blocks that are used for backing up external walls; also the building of brick partition walls. The contractor shall have the right, however, to employ masons or bricklayers at his option to back up masonry, and for the setting of external terra-cotta.

25. No member or members of Union No. 1 shall be allowed to lay any brick for any person, contractor or company, who employ non-Union stonemasons, and no member or members of Union No. 2 shall be allowed to cut or lay any stone for any person, contractor or company who employ non-Union bricklayers. Further, on future works, bricklayers shall not under any circumstances lay bricks on stone foundations laid by non-Union masons.

26. The Union agrees that none of its members shall be allowed to take any contract, or sub-contract any work. Should any member engage in any work of this kind he shall retain his membership for mortuary benefits only. And further, no members of the Builders' Exchange shall sub-let any brick or stone work except to a bona-fide contractor.

27. The said Unions are to recognize the Builders' Exchange as direct parties to this agreement, and they agree that after June 30, 1912, their members shall work only for the members of the Builders' Exchange, within the limits of the Island of Montreal.

Montreal Builders' Exchange.
E. G. M. Cape.
Byers & Anglin.
J. H. Hutchison.
John Stewart & Co.

For the Bricklayers' Union No. 1, of Montreal, Que., and Stone-Masons' Union No. 2, Quebec:

For the above Bricklayers' Union,
Jos. Verdon.
David Giroux.

For the above Stone-Masons' Union:
Nap. LeBlanc.
Wm. Murray.

Witness:
Thos. Izzard,
Fourth Vice-President,
Bricklayers', Masons' and *Plasterers' International Union.*

INDUSTRIAL ACCIDENTS DURING THE MONTH OF SEPTEMBER, 1910.

Under this heading, account is taken of such accidents only as were sustained by workmen in the course of their employment, and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country to correspondents of the *Labour Gazette*. The Department is also indebted to the Bureau of Mines of Ontario, and British Columbia, to the office of the factories' inspector of the Province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, for their assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 272 individual workpeople in Canada during the month of September, 1910, were reported to the Department of Labour, Of these, ninety-one were fatal and 181 resulted in serious injuries. In addition, two fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before September, 1910.

In the preceding month there were eighty-two fatal and 140 non-fatal accidents reported, a total of 222, and in September, 1909, there were ninety-one fatal and 225 non-fatal accidents, a total of 316. The number of fatal accidents reported in September, 1910, was, therefore, nine more than in the preceding month, and the same as in September, 1909. The number of non-fatal accidents reported in September, 1910, was forty-one more than in the preceding month, and forty-four less than in September, 1909. Altogether, there were fifty more industrial accidents reported in September, 1910, than in the preceding month, and forty-four less than in the same month of the preceding year.

Of 141 returns received during the month, giving the ages of the victims of industrial accidents, twenty-three referred to persons under twenty-one years of age, forty-six to persons between twenty-one and forty-five, and eleven to persons over forty-five. Sixty-one persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING SEPTEMBER 1910, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed.	Injured.	Total.
Agriculture	22	35	57
Fishing and hunting	1	.....	1
Lumbering	7	7	14
Mining	11	15	26
Building trades	6	30	36
Metal trades	5	30	35
Woodworking trades	1	6	7
Printing trades	.....	2	2
Clothing trades	.....	1	1
Food and tobacco preparation	2	2	4
Leather trades	1	.....	1
Railway service	15	13	28
Navigation	1	5	6
General transport	3	13	16
Civic employés	5	9	14
Miscellaneous	2	6	8
Unskilled labour	9	7	16
Total	91	181	272

Nature of Fatalities and Accidents.

The chief disasters of the month, causing the death of more than one workman, were: the drowning of two farmers in the St. Lawrence river opposite Montmorency Falls, Que.; the asphyxiation of two farmers in a well at Kamsack, Sask.; the killing of two railway trackmen at Lyn, Ont., by being run over; and the death of two railway construction hands near Calgary, Alta., by an explosion of dynamite.

Drowning of Two Farmers in St.Lawrence River, Que.

On September 14, while three farmers were returning with supplies from a schooner lying at Isle aux Coudres, their boat upset in the St. Lawrence river, opposite Montmorency Falls, Que., and two of the three were drowned.

Death of Two Trackmen at Lyn, Ont.

On September 16, while two men were working in a heavy fog on the track of the Grand Trunk Railway on the Lyn, Ont. section, they were struck and instantly killed by a train, the approach of which they had not perceived.

Dynamite Explosion at Calgary, Alta.

On September 15, two workmen at Breckenridge's Canadian Northern Railway construction camp, five miles northeast of Calgary, Alta., drilled into an unfired charge of dynamite, and both were instantly killed by the ensuing explosion.

Record by Industries and Trades.

Agriculture.—There were twenty-two fatal, and thirty-five non-fatal accidents reported in this industry, during September, 1910, compared with fourteen killed and nineteen injured in the preceding month, and eighteen killed and fifty-two injured in September, 1909. Six of the fatalities were due to the victims being run over, four each to machinery, and to falls, three to runaways, two each to drowning and to asphyxiation, and one to falling material. Of the injuries, eleven were due to machinery, seven to falls, six each to live stock and to runaways, three to being run over, and one each to falling material and to flying material.

Fishing and hunting.—During September, 1910, a fisherman was killed by falling on a gasoline engine. There were no accidents in the previous month, nor in the corresponding month of 1909.

Lumbering.—There were seven fatal and seven non fatal accidents, as against seven killed and eight injured in August, 1910, and ten killed and nine injured in September of last year. Falling material and machinery caused two each of the fatalities, and drowning, machinery and a gunshot wound one each. Machinery caused three of the injuries, and falling material and falls two each.

Mining.—In September, 1910, eleven of these workers met death by accident, while fifteen others were injured, compared with nine killed and eleven injured in August last, and eleven killed and thirteen injured in September, 1909. Four each of the fatalities were due to being run over by cars and by falling material, two to falls, and one to machinery. Six of the injuries were due to falling material, three each to cars and to dynamite explosions, two to machinery and one to a tool.

Building trades.—In these, six workers were killed and thirty seriously injured, as against five killed and sixteen injured the month before, and four killed and twenty-four injured in September, 1909. Five of the fatalities were caused by falls and one by drowning. Twenty-eight workmen were injured by falls and two by falling material.

Metal, engineering and shipbuilding trades.—In this group, five workers were killed and thirty injured during September, 1910, compared with nine killed and seventeen injured in the previous month, and six killed and thirty-three injured in September of last year. Three of the deaths were due to falling material, and one each to being run over and to an explosion. Fourteen injuries were due to machinery, seven to falling material, five to falls, three to molten metal and one to flying material.

Woodworking trades.—One woodworker was killed by falling material, and six others were injured by machinery, in September, 1910, as against two injured in August last, and ten injured in September, 1909.

Printing trades.—Machinery and a fall each caused injury to one worker. In the month before the record was one injured, and in September, 1909, two injured.

Clothing trades.—One worker was injured by machinery in September, 1910. There were no injuries in the previous month, and one worker was injured in September, 1909.

Food and tobacco preparation.—The record for September just passed in this group was two killed and two injured, compared with two killed and two injured in August, 1910, and four killed and eight injured in September a year ago. One each of the fatalities was due to a fall and to an elevator. Of the injuries, one was due to falling material and one to an elevator.

Leather trades.—A leather worker was killed by being run over in September, 1910. One worker was injured in August last, and three in September, 1909.

Railway service.—There were fifteen railway employés killed by accident in September, 1910, and thirteen injured, as

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F, No. 83.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF SEPTEMBER, 1910.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Agriculture—				
Farmer	Caldwell, Ont.	Sept. 7	1	In a runaway.
"	Napanee, Ont.	" 10	1	Run over by plough.
"	Creelman, Sask.	" 10	1	Fell in a well.
"	Randon Tp., Ont.	" 12	1	In a runaway.
"	Waterloo, Que.	" 13	1	In a runaway.
"	Montmorency Falls, Ont.	" 14	2	Drowned, boat upset.
"	Kamsack, Sask.	" 16	2	Asphyxiated by gas in well.
"	Aylmer, Ont.	" 16	1	By fall in barn.
"	St. Jacques de Mineur.	" 16	1	Run over by plough.
"	Harrow, Ont.	" 6	1	Fell from vehicle.
"	South Woodslen, Ont.	" 6	1	Run over by train.
"	Dixville, Que.	" 21	1	Thrown off vehicle.
"	Hagersville, Ont.	" 22	1	By sand cave-in.
"	Windthorst, Sask.	" 18	1	Run over by load.
"	Levis, Que.	" 26	1	Run over by train.
"	Glen Sutton, Que.	" 27	1	Run over by train.
"	Debec Jct., N.B.	" 30	1	Run over by train.
Market gardener	Ottawa, Ont.	" 28	1	Collision with train at crossing.
Thresher	Neepawa, Man.	" 27	1	Caught by separator.
Farm hand	Wallaceburg, Ont.	" 30	1	Entangled in traction engine.
Fishing and hunting—				
Fisherman	Wilson's Beach, N.B.	" 24	1	Fell on gasoline engine.
Lumbering—				
Logger	Near Cobalt, Ont.	" 2	1	Drowned, canoe upset.
"	Bute Inlet, B.C.	" 13	1	Tree fell on him.
"	Webbwood, Ont.	" 30	1	Tree fell on him.
Saw mill hand	Victoria, B.C.	" 3	1	In shafting.
"	Toronto, Ont.	" 19	1	Smothered, fell down shavings chute.
Trapper	Lepreaux, N.B.	" 22	1	Accidentally shot, bled to death.
Pulp mill hand	Chatham, N.B.	" 21	1	Fell 70 feet.
Mining—				
Miner	Fernie, B.C.	" 1	1	Between cars.
"	Cobalt, Ont.	" 9	1	Fell 25 feet in mine.
"	Verona, Ont.	" 9	1	By fall of rock.
"	Fernie, B.C.	" 14	1	Run over by car.
"	Cobalt, Ont.	" 23	1	Fell 75 feet in shaft.
"	Merritt, B.C.	" 22	1	By fall of roof.
"	North Sydney, N.S.	" 28	1	Run over by mine train.
"	Extension, B.C.	" 9	1	Run over by mine train.
"	Cumberland, B.C.	" 15	1	Fall of roof.
"	Middleboro, B.C.	" 17	1	Fall of roof.
Quarryman	Montreal, Que.	" 20	1	Struck by lever of a scale.
Building trades—				
Carpenter	Montreal, Que.	" 12	1	Fell from roof of house.
"	Parry Harbour, Ont.	" 12	1	Fell 95 feet.
"	Montreal, Que.	" 9	1	By a fall.
Builders' labourer	Port Colborne, Ont.	" 15	1	Fell 60 feet.
"	Westville, N.S.	" 15	1	Drowned, while on sand boat.
Painter	Montreal, Que.	" 29	1	Fell from third storey.
Metal trades—				
Iron and steel worker	Sydney, N.S.	" 1	1	Ore train ran over him.
Electrical worker	Toronto, Ont.	" 10	1	Crushed between street car and platform.
"	Montreal, Que.	" 22	1	By falling material.
Shipbuilder	Welland, Ont.	" 20	1	Iron plate fell on him.
Stationary engineer	Berlin, Ont.	" 9	1	By gasoline explosion.
Woodworking trades—				
Carriage maker	Fort Erie, Ont.	" 7	1	By falling merchandise.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F., No. 83.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF SEPTEMBER, 1910.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Food and tobacco preparation.—				
Sugar refiner	Hochelaga, Que.	" 27	1	Fell from a ladder.
Chocolate packer	Toronto, Ont.	" 29	1	Crushed by elevator.
Leather trades—				
Saddler	Montreal, Que.	" 26	1	Run over by a vehicle.
Railway service—				
Engineer	Winnipeg, Man.	" 12	1	In a derailment.
"	St. Thomas, Ont.	" 16	1	Run over by engine.
"	Artemus, Sask.	" 26	1	Explosion of locomotive.
"	Richmond, N.S.	" 28	1	Run over by train.
Brakemen	London, Ont.	" 9	1	Caught between cars.
"	Kemptville, Ont.	" 22	1	Run over by train.
"	Swift Current, Sask.	" 28	1	Run over by train.
Construction hand	Breckenridge, Alta.	" 16	2	By explosion of dynamite
"	Winnipeg, Man.	" 27	1	Iron plate fell on him.
Sectionman	Lyn Station, Ont.	" 16	2	Run over by train.
"	St. Malo, Que.	" 17	1	Shot himself accidentally, bled to death.
Car shop hand	Winnipeg, Man.	" 19	1	Run over by car.
Yardman	Toronto, Ont.	" 12	1	Run over by car.
Navigation—				
Seaman	Montreal, Que.	" 22	1	By falling material.
General transport—				
Driver	Lake Megantic, Que.	" 8	1	Kicked by a horse.
"	Hamilton, Ont.	" 12	1	Run over by a coal cart.
"	Bassano, Alta.	" 29	1	In a runaway.
Public employés—				
Detective	Off Brockville, Ont.	" 6	1	Drowned, motor boat upset.
Special constable	Salmon River, B.C.	" 19	1	Shot dead by a trapper.
Corporation employé	Renfrew, Ont.	" 9	1	By falling earth.
Postman	Toronto, Ont.	" 12	1	Run over by a street car.
Provincial constable	Vancouver, B.C.	" 26	1	Accidentally shot while cleaning revolver.
Miscellaneous trades—				
Brickmaker	Edmonton, Alta.	" 1	1	By shafting.
Newsboy	Ottawa, Ont.	" 17	1	Run over by street car.
Unskilled labour—				
Labourer	Cobourg, Ont.	" 8	1	Run over by train.
"	Fredericton, N.B.	" 14	1	Run over by train.
"	St. John, N.B.	" 10	1	Run over by street cars.
"	Red Hill, Ont.	" 12	1	Run over by cars.
"	Levis, Que.	" 24	1	Run over by street cars.
"	Maisonneuve, Que.	" 21	1	Box of iron fell on him.
"	Nanaimo, B.C.	" 26	1	By falling timbers.
"	Weyburn, Sask.	" 27	1	By cave in.
"	St. Catharines, Ont.	" 29	1	By falling material.

FATAL ACCIDENTS HAPPENING IN THE PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN SEPTEMBER, 1910.

Saw mill hand	Folger, Ont.	Aug. 18	1	By lath bolting saw.
Miner	Coal Creek, B.C.	Aug. 31	1	Run over by cars.

against eighteen killed and twenty-one injured in the preceding month, and sixteen killed and eleven injured in September of last year. Eight of the fatalities were caused by being run over, two by dynamite explosions, and one each by a derailment, by an explosion of an engine, by being caught between cars, by falling material and by a gunshot wound. Three each of the injuries were caused by falling material, by being run over, by being caught between cars, by derailments, and one by a fall.

Navigation.—The record for September 1910, was one killed by falling material, and five injured, two each by machinery and by falls, and one by falling material. In the preceding month there were nine killed and four injured, and in September, 1909, eleven killed and two injured.

General transport.—During September, 1910, three of these workers were killed and thirteen injured, as against eleven injured in August last, and five killed and seventeen injured in September, 1909. One each of the deaths was due to live stock, to being run over, and to a runaway. Seven of the injuries were due to falls, and two each to runaways, to collisions and to live stock.

Public employés.—Five of these employés were killed and nine injured during September last, compared with seven injured in the month before, and three injured in September of last year. Two of the fatalities were caused by gunshot wounds, and one each by drowning, by falling material and by being run over. Three each of the injuries were caused by falls and by falling material, two by explosions and one by being run over.

Miscellaneous.—Two deaths, one by machinery and one by being run over, came by accident, while six others were injured, two each by machinery and by falls, and one each by electric shock and by falling material. In the month before the record was five killed and ten injured, and in September, 1909, two killed and twenty-three injured.

Unskilled labour.—During September, 1910, nine labourers were killed by accident and seven injured, compared with six killed and nine injured in August last, and four killed and twelve injured in September, 1909. Five of the deaths were due to being run over, and four to falling material. Three each of the injuries were due to falls, and to falling material, and one to machinery.

TRADE DISPUTES DURING THE MONTH OF SEPTEMBER, 1910.

THE month of September was comparatively free from industrial disputes, the only serious interruption to industry being caused by a general strike of plumbers at Montreal. Mining operations at Springhill, N.S., were still restricted through a strike which had been going on for over a year.

Analysis of Trade Disputes during the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during September was fourteen, compared with sixteen[1] in August and nine in September, 1909. About 327 firms and 3,137 employés were involved in these disputes. About 273 firms and 1,269 employés being involved in new disputes.

Loss of time in working days.—The loss of time to employés through trade disputes during September was approximately 39,280 working days, compared with 54,800 days in August, and 96,000 in September, 1909.

Trades affected by new disputes.—There were four new disputes reported to the Department in September, of which three occurred in the building trades and one in an industry classified among the miscellaneous trades.

Localities affected by new disputes.—Two of the new disputes took place in the Province of Quebec, and two in the Province of Ontario.

Causes of disputes.—Three of the new

[1] This includes two disputes which were not reported to the Department until September.

disputes arose from demands for higher wages, and the fourth from the introduction of a new system of work.

Methods of settlement.—Of the fourteen disputes in existence during September, seven were terminated in the course of the month, leaving seven still unsettled at the close. Two of the disputes were terminated through arbitration, and four through negotiations between the parties concerned. The remaining dispute was settled by the resumption of work by the strikers without negotiations.

Results of disputes.—Of the seven disputes that were terminated during the month, three resulted in favour of the employers, one in favour of the employés, and in three cases compromises were effected.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes of previous months which were still in continuance during September, involved coal miners at Springhill, N.S., bricklayers and masons at Montreal, Que., Winnipeg, Man., and Regina, Sask., iron moulders at Carleton Place, Ont., and Montreal, Que., railway carmen of the Canadian Northern Railway from Winnipeg to Edmonton, machinists and engineers of Vancouver and New Westminster, B.C., and sheet metal workers of Edmonton, Alta.

Strike of Coal Miners at Springhill, N. S.

No change in the situation was reported in the case of a strike of coal miners at Springhill, N.S., who had stopped work on August 11, 1909, on the refusal of the Company to recognize the United Mine Workers of America, to grant an increase in wages and to make certain changes in the conditions of employment. About seventeen hundred men were originally affected by this dispute, but nearly half the number secured employment elsewhere, leaving about 900 men still out. The mines were in partial operation.

Settlement of Strike of Bricklayers and Masons at Montreal, Que.

On September 8, an agreement was signed by the representatives of the Montreal Builders' Exchange and of the two unions of bricklayers and masons at Montreal, in which the strike against the Builders' Exchange was officially declared off, and a settlement of all differences for the next two years was affected. The dispute had begun early in June with a demand by the Stonemasons' Union for a general rate of wages of 45 cents an hour. The refusal of their demand led to a strike of thirty masons on June 6. A strike of about forty-five bricklayers followed on June 20, on account of dissatisfaction with a foreman, and on July 4, a general strike of bricklayers and masons took place, the alleged object being for recognition of the union and 'closed shops.' During July, industrial conditions ceased to be greatly affected by the general strike, most of the strikers having obtained work on the terms demanded, but the dispute which began on June 20, continued until the final settlement was reached.

By the terms of the agreement, the principle of the 'closed shop' was recognized, as all bricklayers and masons employed by members of the Builders' Exchange were to be members of either the International or National Union, no distinction between the two being made. The International Union withdrew its demand that foremen should be members of the Union, and recognized the right of the contractors to appoint them entirely at their own discretion. The wages were fixed at 50 cents an hour for bricklayers, 60 cents an hour for the construction of water-mains, and 45 cents an hour for masons.[1]

Disputes of Bricklayers and Masons at Winnipeg, Man., and Regina, Sask.

Arising out of the strike of bricklayers of the firm of Peter Lyall & Sons, of Montreal referred to above, a strike of twelve employés of the Lyall-Mitchell Company took place on August 15 at Winnipeg, Man., followed on August 17 by a general lockout of bricklayers and masons by the Winnipeg Builders' Exchange. It had already been decided by a Board of arbitration that the two

[1]The full text of this agreement is given on another page, under the heading 'Recent Industrial Agreement.'

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES C, No. 120.

TABLE OF TRADE DISPUTES DURING THE MONTH OF SEPTEMBER.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employés affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly.	Indirectly.	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Mining—											
Coal miners	Springhill, N.S.	For recognition of union and increase in wages and against conditions of employment	1	.....	950	.....	.....	.....	Aug. 11	'9	No settlement reported, but places of many strikers were filled.
Building trades—											
Bricklayers and masons	Montreal, Que.	Against employment of a foreman	1	.....	45	.....	175	.....	June 20	Sept. 8	A general agreement signed with Builders' Exchange.
Bricklayers and masons	Winnipeg, Man.	In sympathy with striking bricklayers at Montreal, Que.	1	12	12	.....	.....	.....	Aug. 15	Sept. 9	Settled by arbitration.
Bricklayers and masons	Winnipeg, Man.	Lockout on account of strike of bricklayers	28	.....	288	.....	.....	.....	Aug. 17	Sept. 9	Lockout terminated on settlement of strike.
Bricklayers and masons	Regina, Sask.	In sympathy with striking bricklayers at Montreal	1	.....	24	.....	.....	.....	July 25	Sept. 8	Dispute ceased on termination of strike at Montreal.

Metal trades—												
Iron moulders.	Carleton Place, Ont.	Strikers alleged employers refused to meet their committee or to restore the old rate of piece prices in force before Nov. 17, 1909.	1		31		75		May	10		No settlement reported at end of month.
Iron moulders.	Montreal, Que.	For recognition of union and 'closed shop.'	1		25				June	30		No settlement reported at end of month.
Machinists and engineers	Vancouver and New Westminster, B.C.	For increase in wages from 40 to 45 cents an hour.	13		145				July	5		No settlement reported at end of month.
Sheet metal workers	Edmonton, Alta.	For minimum wage of 45 cents an hour.	6		26				Aug.	23	Sept. 4	Agreement signed, minimum wage of 42½ cents an hour granted.
Railway service—												
Railway carmen.	Canadian Northern Railway system from Winnipeg to Edmonton.	For increase in wages.	1		400				July	1	Sept. 27	Work resumed on terms of the award of the Conciliation Board.

DISPUTES WHICH BEGAN DURING THE MONTH.

Building trades—												
Plumbers.	Montreal, Que.	For increase in wages.	100		325				Sept.	17		No settlement reported at end of month.
Plumbers.	Ottawa, Ont.	For increase in wages.	2		31				Sept.	19		No settlement reported at end of month.
Tin roofers.	Montreal, Que.	For increase in wages of five cents an hour.	75	95	275		320		Sept.	7	Sept. 11	Increase in wages granted.
Miscellaneous trades												
Telegraph messenger boys.	Toronto, Ont.	Boys objected to a new system adopted by Company.	1		60				Sept.	26		No settlement reported at end of month.

*Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishmens affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes, as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention moreover, is not made of disputes involving less than six employés, or of less duration than 24 hours.

firms were not identical, as alleged by the Union, but the men did not consider that this charge was disproved. A new board of arbitration was appointed, and fresh evidence being produced, it was again declared on September 1, that the two firms were distinct. This decision was finally accepted by the Union, and on September 9, the strike was formally declared off, a week's delay having been occasioned through some difficulty in getting into touch with the head officials of the Union.

On July 25 a strike of twenty-four bricklayers and masons took place at Regina, Sask., in sympathy with the striking bricklayers of the firm of Peter Lyall & Sons, at Montreal. This dispute ceased with the settlement of the Montreal strike on September 8.

Strike of Iron Moulders at Carleton Place Ont.

On May 10, a strike of iron moulders took place at Carleton, Ont., which was reported to be still in existence at the end of September. In a report received from the Iron Moulders' Union, it was stated that on November 17, 1909, the Company posted a notice of a reduction in moulding piece-work prices amounting to ten per cent., that is, from twenty-five per cent. to fifteen per cent. on board prices. The moulders accepted this reduction, but reminded the firm that they would ask for a restoration of the old rate in the spring. It was alleged that on May 10, the employers refused to meet a committee of the moulders or to restore the old rate. The moulders and apprentices then went out, about thirty-one men being directly involved and seventy-five indirectly. On May 11, the moulders presented the following agreement to the employers, which they refused to sign.

1. Recognition of the shop committee.

2. All work made by the piece to be priced within a reasonable time after being put in the sand, say two weeks.

3. The piece price to be twenty-five per cent. above flat board prices.

4. The agreement to be for one year, to expire June 1, 1911. Thirty days' notice to be given by either party to the agreement, if either desired a change. Otherwise argeement would run on from year to year.

Strike of Carmen of the Canadian Northern Railway.

A strike of carmen of the Canadian Northern Railway Company extending from Winnipeg, Man., to Edmonton, Alta., which began on July 7, was called off on September 27, the strikers accepting the award of the Conciliation Board appointed under the Industrial Disputes Investigation Act, 1907, which was presented on June 24.[1] About 400 men were involved in this dispute, which took place on account of their dissatisfaction with the award.

Strike of Machinists and Engineers at Vancouver and New Westminster, B.C.

No settlement was reported in a strike of machinists and engineers at Vancouver and New Westminster, B.C., which began on July 5, on account of the refusal of the employers to grant a demand for an increase in wages from 40 to 45 cents an hour. About thirteen firms and 145 men were involved in this dispute.

Strike of Sheet Metal Workers at Edmonton, Alta.

On August 23, a strike of sheet metal workers took place at Edmonton, Alta., in which six firms and twenty-six employés were involved. The dispute arose from a demand for a minimum wage of 45 cents an hour. The strike was terminated on September 4, when an agreement was signed providing for a minimum wage of 42½ cents an hour, to be in force until May 1, 1911.

New Disputes.

The new disputes of the month comprised strikes of plumbers at Montreal, Que., and Ottawa, Ont., tin roofers at Montreal, Que., and telegraph messenger boys at Toronto, Ont.

Strikes of Plumbers at Montreal, Que. and at Ottawa, Ont.

On September 17, à general strike of plumbers took place at Montreal, Que.,

[1] For the report of the Conciliation Board see the July issue of the *Labour Gazette*, page 92.

in which about 100 firms and 375 employés were involved. On September 19, the strike spread to Ottawa, Ont., where thirty-one men employed by two Montreal firms went out. Work was only stopped on one building in Ottawa, however, the plumbing in the other being practically completed. The cause of the dispute was the refusal of the employers to sign an agreement providing for an eight-hour day and wages of 40 cents per hour for the first year, 42½ cents per hour for the second year, and 45 cents an hour for the third year. No settlement of the dispute took place during the month, and building operations were impeded by it.

Strike of Tin Roofers at Montreal, Que,

On September 7, a strike of tin roofers took place in Montreal, Que., with the object of securing a change in an agreement, to provide for an increase in wages of five cents an hour. It was reported that about seventy-five firms and 275 men were directly affected by the dispute, and ninety-five firms, 320 men were indirectly affected. The strike was terminated on September 11, the demand of the strikers being granted. It was stated that the majority of the tin roofers were already in receipt of the wages demanded prior to the strike.

Strike of Telegraph Messenger Boys at Toronto.

It was reported in the press that a strike of about forty telegraph messenger boys of the Canadian Pacific Railway Company took place at Toronto, Ont. The cause of the strike was the enforcement of a new system for the delivering of 'dead-head' telegrams. No settlement of the dispute was reported during the month.

The table which is published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of September, and which have been reported to the Department.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of Departments and Bureaus were received at the Department of Labour, Ottawa, during July and August, 1910.

BRITISH REPORTS.

Changes in wages and hours.

Report on Changes in rates of Wages and Hours of Labour in the United Kingdom, in 1909, with comparative statistics for 1900-1908. London: Wyman & Sons, 1910. Pages, 136. Price, 6½d.

IN the report of the Board of Trade in changes in rates of wages and hours of labour, it is stated that the decline in rates of wages which commenced in the early months of 1908, continued through that year and the greater part of 1909. During the last three months of 1909, however, wages remained nearly stationary, and the preliminary figures for the first half of 1910 show an upward tendency, January being the only month in which the net result was a decrease in wages. In 1909, the number of workpeople reported to have been affected by changes in rates of wages was 1,154,800. Of these, 18,400 received increases amounting to £1,000 per week, and 1,131,500 sustained decreases amounting to £69,900 per week, while the remaining 4,900 workpeople had upward and downward changes, which left their wages the same at the end as at the beginning of the year. The net result was a decrease of £68,900 per week, while in 1908, 963,000 workpeople sustained a net decrease of £59,200 per week.

Changes in hours of labour affected 562,891 workpeople, of whom 3,212 had their aggregate working time increased by 6,399 hours per week, and 559,679 had reductions amounting to 2,398,721 hours. The number of workpeople whose hours of labour were changed was considerably in excess of the number in previous years, owing to the operation of the Coal Mines' Regulation Act, 1908, by which about 500,000 workpeople had their hours reduced.

Strikes and Lockouts in Great Britain.

Report on strikes and lockouts and on Conciliation and Arbitration Boards in the United Kingdom in 1909, with comparative statistics for 1900–1908. London: Wyman & Sons, 1910. Pages, 136. Price, 6½d.

The report on strikes and lockouts in Great Britain during 1909, states that the number of trade disputes recorded in that year was 436, involving directly and indirectly 300,819 workpeople, and having an aggregate duration of 2,773,986 working days. As compared with the average of the nine previous years, there was a decrease in the number of disputes, but there was a great increase in the number of workpeople involved. This increase is attributed to the stoppage of work in some of the principal coal fields, upon failure to adjust conditions of working when the Coal Mines' Regulation Act, 1907, was put into operation. Only 2.9 per cent. of the total number of workpeople engaged in industrial occupations were involved in trade disputes, as compared with the same percentage in 1908, and 1.4 per cent. in 1907. It is estimated that the aggregate duration of all disputes was less than one-thousandth of the aggregate number of working days available for the whole industrial population.

Of the 436 disputes which began in 1909, sixty-two were brought to a close by conciliation or by reference to arbitration. Including the disputes which began prior to 1909, and excluding those which were not ended until 1910, there were sixty-three disputes settled by conciliation or arbitration in 1909, a much higher number than in any previous year, and over twice as many as in 1900. The work of preventing strikes and lockouts through means of conciliation and arbitration also showed an advance, 1,997 cases having been considered by 124 boards, compared with 1,842 cases considered by 114 boards in 1908.

Agricultural Credit Societies.

Return of Agricultural Credit Societies registered as Specially authorized Societies under the Friendly Societies Act of 1896, with the date of registry, number of members and total assets; also of Irish Credit Societies, and a statement showing the varieties of land banks and societies registered to deal with small holdings and with loans for agricultural purposes. London: Wyman & Sons, 1900. Pages, 9. Price. 1½d.

A return issued from the office of the Registrar of Friendly Societies gives an account of the societies registered to deal with small holdings and with loans for agricultural purposes. While no group of societies is specially engaged in making loans to individuals occupied in the cultivation of land owned by themselves, there are a number of societies which carry on business of this nature in addition to other work. The principal development of societies along these lines has been in Ireland, where there exist about 500 registered agricultural societies chiefly, directed to the establishment of co-operative creameries, and to the supplying of artificial manures and seeds to their members. In addition there are 308 credit societies registered under the Friendly Societies' Act, a large proportion of which have been promoted by the Irish Agricultural Organization Society, Limited.

In England and Wales there are thirty-two agricultural credit societies, most of which were promoted by the Agricultural Organization Society Limited as auxiliaries to small Holdings and Allotment Societies. Nineteen of these were registered since the beginning of 1908. Specially authorized loan societies number 488 in England and Wales, and the Friends of Labour Loan Societies number about 250, but the operations of these two groups have no special reference to agricultural loans. In the whole of the United Kingdom, 137 land societies with a membership of 17,807, furnished returns for 1908. Land purchased during the year was valued at £27,581. Advances on mortgage security amounted to £159,835, and mortgage re-payments to £127,071. The land thus acquired is used principally for the erection of dwelling houses. There are about 160 agricultural co-operative societies in England and Wales.

Railway Accidents.

Returns of accidents and casualities as reported to the Board of Trade by the several railway companies in the United Kingdom, during the entire year ending 31st December, 1909. London, Wyman and Sons, 1910. Pages, 39. Price, 4d.

The returns of accidents and casualities on railways in the United Kingdom, show that in 1909 there were 971 persons killed and 7,592 persons injured, a decrease of 72 killed and 392 injured compared with the previous year. There were also 65 persons killed and 20,792 injured on the premises of railway companies, in which the movement of vehicles was not concerned, and three killed and twenty-nine injured on railway lines belonging to dock companies and harbour authorities. Only one passenger and sixteen employés were killed by accidents to trains, rolling stock, &c., while 390 passengers and 129 employés were injured through these causes. There were sixty-three fatal and thirty-six non-fatal accidents at level crossings during the year 1909.

The Housing Problem.

Report on back-to-back houses by Dr. L. W. Darra Mair, with an introduction by the Medical Officer of the Board. A report on relative mortality in Through and Back-to-Back houses in certain towns in the West Riding of Yorkshire. London, Wyman & Sons, 1910. Pages, 48. Price, 3d.

In the crowded centres of population in England, landowners have frequently sought to provide additional dwellings by building houses back to back with only a party-wall between them. The future erection of houses of this kind has been prohibited by the housing, town planning, &c., Act, 1909. An inquiry made on behalf of the Local Government Board by Dr. L. W. Darra Mair, shows the wisdom of this prohibition. According to the statistics which he has gathered, even relatively good types of back-to-back houses when built in rows, in healthy localities, have a death rate which is from fifteen to twenty per cent. in excess of the death-rate in through houses, having windows in front and in rear. This excess is due to lack of ventilation, and is not so apparent in back-to-back houses built in blocks of four. There is, however, excessive mortality from certain groups of diseases, such as diseases of the chest and those associated with defective growth and development of the young child, in both classes of back-to-back houses. The chief sufferers from residence in these houses are infants and children up to fifteen years, and old people from sixty-five years of age and over.

Cost of Living.

Minority report of the Select Committee on wages and prices of commodities. Part 2. Washington: Government Printing Office, 1910. Pages 56.

The minority of the Select Committee of the United States Senate on Wages and Prices of Commodities, object in their report to the following causes advanced by the majority to account for the increase in prices: (1) Increased cost of production of farm products by reason of higher land values and higher wages. It is claimed that the high price of land is not a cause but an effect of the high price of farm products. (2) Increased demand for farm products. It is shown that the increased production of crops and farm animals has more than kept pace with the increase in population. (3) Shifting of population from food-producing to food-consuming occupation and localities. (4) Immigration to food-producing localities. The opinion is expressed that the shifting of population from the farms to consuming localities has increased the production of crops and brought into cultivation over 40,000,000 acres of land in nine years. (5) Reduced fertility of land resulting in lower average production, or in increased expenditures for fertilization. It is shown that there is actually a greater average yield per acre, in 1910, compared with the year 1900. (6) Increased banking facilities, enabling the farmer to hold his crops and market to best advantage. This is considered by the minority as a good feature, as it enables the producer rather than the speculator to enjoy profits.

With regard to other causes set forth by the majority, it is denied that there has been a notable increase in cost of distribution since 1900. It is claimed that no evidence was produced to show that advertising was a factor of the slightest importance. In conclusion, the minority find that the three substantial causes for the advance in prices are: (1) The tariff. (2) Trusts, combines and monopolies. (3) Increase money supply.

OTHER REPORTS RECEIVED.

Canada.—Department of Mines, Mines' Branch, Bulletin No. 2, Iron Ore Deposits of the Bristol Mine, Pontiac County, Que., Magnetometric Survey, &c., by E. Lindeman, M. E. Magnetic Concentration of Ores by Geo. C. Mackenzie, B. Sc.

Great Britain.—Annual Statement of the Trade of the United Kingdom with Foreign Countries and British Possessions 1909, compared with the four preceding years, Volume II.

Annual Statement of the Navigation and Shipping of the United Kingdom for the year 1909. With comparative tables for the years 1905 to 1909.

Report of an Inquiry by the Board of Trade into the Earnings and Hours of Labour of Workpeople of the United Kingdom. IV. Public Utility Services. In 1906.

Royal Commission on the Poor Laws and Relief of Distress, Appendix Volume XXI. Report on an Inquiry in certain Unions into cases of Refusal of Out-Relief, by Miss G. Harlock, appendix Volume XXVI. Documents relating more especially to the Administration of Charities. Appendix Volume XXXI. Statistics relating to Ireland.

Report of the Committee on Emigration from India to the Crown Colonies and Protectorates. Parts I, II, III.

Australia.—Commonwealth Bureau of Census and Statistics. Social Statistics, Bulletin No. 2, Statistics as to Education, Hospitals and Charities, and Law and Crime, for the year 1908.

South Africa.—Report of the Chief Immigration Officer of the Cape of Good Hope for the year ending December 31, 1909.

United States.—Massachusetts Bureau of Statistics. Labour Bulletin, No. 73. Labour Legislation in Massachusetts, 1910.

Argentine Republic.—Department of Agriculture. Division of Commerce and Industry. Argentine International Trade.

Italy.—Ufficio del Lavoro. Atti del Consiglio Superiore del Lavoro. XIV Sessione. Fabbraio, 1910.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

ONTARIO CASES.

Damages for Flooding Lands.

FOUR actions, which were tried together, were brought to recover damages for alleged flooding of the plaintiff's lands by the defendant mill owners, owning and occupying mill privileges on Crow river, and for an injunction restraining further flooding. Crow river flows out of Crow lake, which is a body of water embracing about 2,000 acres. Into Crow river flow the waters of Beaver creek, and into Crow lake, a short distance from the head of Crow river, flows Cain's creek. The lands of the several plaintiffs abut either on Crow lake, Crow river, Beaver creek or Cain's creek, and the plaintiffs claimed that the defendants, by the maintenance of their dam in Crow river, caused damage to plaintiff's lands by unlawfully penning back the waters of Crow river, thereby flooding the lands. The defendant mill owners, having mill privileges on Crow river, built a new dam across the river. Plaintiffs claimed that the new dam was considerably higher than the old one, and that this caused the flooding. Evidence was received as to the height of both dams, and it was very conflicting. Mr. Justice Teetzel, who tried the actions, found in favour of defendants on the evidence that the new dam was in fact no higher than the old dam, but that the old dam was in a very leaky condition, therefore the new dam raised the level of the water on the neighbours' lands. He ordered a reference to an officer of the court to ascertain the damages sustained by plaintiffs. Having regard to the great delay of which all the plaintiffs

were guilty, and to their failure to establish the defendants raised the height of their dam, the injunction asked for was refused, the injuries sustained being capable of compensation and not irreparable. The costs were reserved until after the report of the referee.

(Cain and others v. Pearce Co., Ltd., 16 Ont. W.R. 846.)

Costs of Quelling a Riot During a Strike.

The Crown and others brought action against the municipal corporation of Sault Ste. Marie to recover the costs, charges and expenses incurred by calling out troops to quell a riot during a strike of the employés of the Lake Superior Corporation, at the town of Sault Ste. Marie, in September and October, 1903.

Plaintiffs claimed $7,293.28. Defendants disputed the regularity of the requisition for troops, and the necessity of calling out any other than the local regiment, whose claims were paid by the defendants. The action was tried by Chief Justice Falconbridge, who held that the requisition complied with the requirements of the Militia Act, R.S.C. 1906, c. 41, s. 34. He gave judgement for the plaintiffs with costs.

Referring to the defence the Chief Justice said: "It does not commend itself to me as a matter of morals. When the requisition was signed there were 1,200 to 1,500 riotous men at the works of the allied companies, with the prospect of their members being largely increased as men were coming in from the outside works. Frantic telegrams were despatched by the Mayor, the Commanding officer of the local regiment of militia, the members of the House of Commons and the Legislative Assembly to the Minister of Militia, to his Deputy, and to the D.O.C. at Toronto. The few men of the 97th (the local) regiment, who could be mustered, were on duty at various points for thrity-six hours when relieved by the R.C.R. The Mayor had stated in one of his telegrams that the local militia were not able to cope with the situation, and that 200 more troops were needed. Under all the circumstances I have not the slightest doubt but that the prompt action of the D.O.C. at Toronto (the late General, then Colonel, Buchan) in taking the whole of the available permanent force and ordering out seventy men from each of the three city regiments, saved the situation and prevented incalculable injury to property and probably personal injury and loss of life. There is another matter pleaded in the amended statement of defence. It is in effect that large public works, e.g., the ship canal, the swing bridge, and the electrical plant are in the immediate vicinity of the scene of the rioting, and that the expense connected with protecting these works (which are said to have cost several millions of dollars) should be paid by His Majesty, out of the public moneys of the Dominion of Canada, and not by the town. This I hold to be no defence in law. And it does not appeal to me on any ground, for it is interesting to consider what would have been the plight of the town and its citizens if the locks, the bridge, the electrical plant and the works of the allied companies had been destroyed by one cataclysm. Plaintiffs are entitled to judgment."

(Rex v. Sault Ste. Marie, 16 Ont., W.R. 871.)

Damages for Filling Up a Cattle Pass.

Plaintiffs sued the defendant railway Company to recover damages for filling up a cattle pass, under defendants' line of railway, and substituting for it an embankment with a pipe through it to carry off the water, and asked for an order of the Court requiring defendants to restore the pass to its former condition.

Plaintiff claims under a clause of a deed of conveyance to defendants' predecessors in title, which provided that the parties of the second part would not interfere with the flow of the waters of a certain drain upon the said lot. Plaintiff also claimed the use and enjoyment of the cattle pass by length of time, and sought to invoke section 257 of the Railway Act to show that the railway had no authority to do what they had done without leave of the Board of Railway Commissioners.

Chief Justice Meredith, who tried the action, held that the above section of the railway act had no application; that

there was no evidence of any agreement that plaintiff or his predecessors should have any right to use the culvert as a cattle pass; that the decision in Canadian *Pacific Railway v. Guthrie*, 31 S.C.R. 155, was decisive against the claim for use and enjoyment of the pass as claimed; and that defendants had the right to substitute any other means of drainage which was sufficient to enable the water to flow through the drain mentioned in the conveyance. Plaintiff's action was dismissed without costs.

(Oatman v. Grand Trunk Railway Company, 16 Ont., W.R. 905.)

MANITOBA CASES.

Workmen's Compensation Act.--Injury to Employé.

A carpenter in the service of the defendants was told by a foreman to do certain work, and, in doing the work, found it necessary to move a plank fixed above the floor of the workshop. Standing on the floor he could not quite reach the plank, and he therefore took a ladder which was in the shop and stood upon the lowest step, which gave way, and he fell upon machinery and was injured. It was held (1) in an action under the Workmen's Compensation Act, that, there being some evidence that the ladder was the property of the defendants, it was to be inferred that it was there designedly, and with the object of being used for those purposes for which a ladder might advantageously and ordinarily be used, and that it was part of the plant, buildings, or premises, in connection with the work to be done, and that the plaintiff did nothing more in using it as he did than would commend itself to the judgement of ordinary men as being a prompt and practical method of carrying out the foreman's instructions, and that there was evidence that the ladder was applied to a use impliedly authorized by the foreman. It was also held, (2) that from the evidence the conclusion might fairly be drawn, that the foreman who gave the order was the one entrusted with the duty of seeing that the ways, works and plant were in proper condition; (3) that the jury's finding that the ladder was defective was amply sustained by the evidence; and, therefore, (4) that there was evidence of negligence to be submitted to the jury—Mr. Justice Perdue dissenting. It was also held, (5) that a finding of the jury to the effect that the plaintiff was guilty of negligence in that he might have used some other and safer method of reaching up to and shifting the plank, was not relevant to the issues, and should not stand in the way of a judgement for the plaintiff. It was also held, (6) that the amount of damages assessed by the jury, $1,500, was not excessive, and that the Court should not interfere on the ground that the plaintiff's injury might have been less serious if he had followed the advice of a specialist.

This is a summary of the judgements in the Court of Appeal to which the case had been taken. One of the judges, Mr. Justice Perdue, who dissented, stated in his judgement, that the plaintiff himself adopted the method he took of shifting the plank, without the direction from the foreman; that he negligently adopted a dangerous method when a safer one was open to him; and, therefore, there should be a non-suit.

(Higley v. City of Winnipeg, 14 Western L.R. 549.)

Trade Combination.--Maintaining Prices and Preventing Competition.

In an action to recover damages claimed under an agreement, it appeared that the agreement between plaintiff and defendant, both dealers in junk, was to prevent competition and to maintain fixed prices to be paid for junk, the tendency of which was to lower the prices of junk sold to the consumer, with a further provision for a division of profits.

The agreement was not held void at common law as being in restraint of trade following *Collins v. Lock*, 4 English Appeal cases, 674. The agreement was also held not a violation of section 496 (*b*) of the Criminal Code, following *Rex v. Gage*, 18 Man. L. R 175. But it was held, that the agreement being between two dealers who practically monopolized the junk trade of Western Canada was an agreement unduly to prevent o

lessen competition, and was void as being in contravention of section 498 (*d*) of the Code—according to the following decisions: *Rex v. Clarke*, 9 Western L. R. 243; 1 Alberta L.R. 619; and *Rex v. Elliott*, 9 O.L. R. 648.

The action, so far as the plaintiff sought an accounting under the agreement, was dismissed with costs.

(Shragge v. Weidman, 14 Western L.R. 561.)

Building Contract and Sub-contract.--Extras--Changes in Work.

The defendants were the contractors for a building, and the plaintiffs sub-contractors for the stone and masonry work. The plaintiffs claimed payment of $66 for extra plastering, not originally provided for,—it was held, (1) on the evidence, that, although the plaintiffs did plastering not provided for, more plastering was omitted by the change, and as to this item the plaintiffs failed.

The defendants alleged that $1,480 should be deducted from the plaintiff's contract price because alterations were made in the plans, reducing the height of the wall in stone, and the contract provided that, in case of alterations in the work shown or described by the drawings and specifications, the value of the work added or omitted should be added to or deducted from the contract price. The plaintiffs contended that the $1,480 was counterbalanced by additional work caused by such alterations. The plaintiffs were to act under the direction and to the satisfaction of the architects, whose decision was to be final, and all payments were to be made only under the written certificate of the architects. It was also held (2) that the certificates of the clerk of the works, relied on by the plaintiffs, were not certificates of the architects and had no effect; that there had been no adjustment of accounts between the parties at Montreal, as alleged by the plaintiffs; and that the plaintiffs had not made out a case of counter-balancing the $1,480 by additional work; and a non-suit was granted.

(Winnipeg Stone Co. v. Senecal, 14 Western L.R. 570.)

Master and Servant.--Action for Wrongful Dismissal.

In an action to recover for damages for the wrongful dismissal of the plaintiff from the services of the defendants, it is not necessary for the plaintiff to aver that he was ready and willing to continue to serve the defendants.

The defendants, an incorporated company, hired the plaintiff as foreman. The contract of hiring was in writing, purporting to be signed by the Company, by their president, but without the corporate seal. The hiring was for more than a year. It was held (1) that the president had authority to make the contract; it being in general accordance with his powers, and it was, therefore, binding on the Company. Manitoba Joint Stock Companies Act, section 64. It was also held (2) as to damages, that the plaintiff, considering the time of year when he was dismissed, and the improbability of securing work, was justified in not seeking employment immediately after his dismissal. It was also held (3) that the dismissal was not justified by the fact that, in making some moulded caps, he had made a mistake which rendered the caps useless to his employers; but that a counterclaim for this should be allowed, and the plaintiff's damages reduced the amount thereof.

(Beaugage v. Winnipeg Stone Co., 14 Western L.R. 575.)

BRITISH COLUMBIA CASES.

Workmen's Compensation Act.--Injury to Workman.

The plaintiff, a workman employed by the defendant mining company, was injured in November, 1907. In October, 1908, he obtained an award in his favour for compensation under the Workmen's Compensation Act, 1902. At the date of the award the Mining Company were insolvent and in course of winding up. The plaintiff alleged that the defendants, the casualty company, were liable to indemnify the mining company against losses or liability under the

award, and an order was asked for directing payment, by the casualty company, of the amount of the award into a chartered bank, pursuant to section 6 of the Act. A judge of the Supreme Court granted the order, but it was set aside by the full Court: 14 B.C.R. 256. A subsequent application by the plaintiff for an issue, to determine the liability of the casualty company to indemnify the mining company, was dismissed: 11 Western L.R. 251, 14 G.C.R. 275. Thereupon the plaintiff brought this action for a declaration that he had a first charge upon the moneys which the mining company were entitled to receive from the casualty company, and for an order for payment pursuant to section 6. The defendants admitted that they had issued a policy which was valid and subsisting at the date of the plaintiff's injuries, by which they agreed to indemnify the mining company against loss for damages on account of bodily injuries suffered within the period of the policy by any employé. The trial Judge dismissed the action, on the ground that there was no privity of contract between the plaintiff and the casualty company, or, as he expressed it, that the plaintiff had no status. It was held by the Court of Appeal, that the judgement should be affirmed.

Chief Justice Macdonald said that, unless section 6 gave the plaintiff a status to maintain the action, he had none; and it was not open to the plaintiff to ascertain the liability of the insurers to the mining company in an action such as this. The creation of the charge alone, without reference to that part of the section which gives a remedy for enforcing it, does not effect the subrogation mentioned in *Northern Employers Mutual Indemnity Company v. Kniveton*, 18 Times L. R. 504; (1902) 1 K. B. 880; and *Morris v. Northern Employers Mutual Indemnity Company*, 18 times L.R. 635; (1902) 2 K.B. 165. Were it not for the decision of the full Court in 14 B.C.R. 256, section 6 might be construed as intended not only to give the workman a charge on the insurance moneys, but also to provide the means of enforcing it, whether the insurers disputed their liability or not.

Mr. Justice Irving said, that the liability of the casualty company under section 6 could be determined only in an action by the liquidator of the mining company.

Mr. Justice Martin said that section 6 affords a novel measure of relief to the workman, which can be obtained or enforced only in the way specified in the section, which at the same time creates a first charge upon the amount due from the insurer to the employer, and directs how the workman shall assert his rights in the premises, viz., by means of an application to a Judge of the Supreme Court. An action in the Supreme Court cannot be deemed to be an application to a Judge of the Supreme Court, because the Judge is the person particularly designated: In *re Vancouver Incorporation Act and Rogers*, 9 B.C.R. 373. And apparently the Judge would be a competent tribunal to make a finding that the employer was entitled to a sum from the insurers, notwithstanding the absence of Rules.

(Disourdi v. Sullivan Group Mining Co. and Maryland Casualty Company, 14 Western L.R. 577.)

Action to Enforce Mechanic's Lien.

In an action in a County Court to enforce a mechanic's lien, the plaintiff's statement of the work done not complying with section 12 of the Mechanic's Lien Act of 1900, an amendment of the plaintiff was allowed, it being held that section 13 gave power so to amend.

The plaintiff's contract was to lay bricks by the thousand, but he sought to affix to it an alleged usage of bricklayers, that, in a contract to lay bricks by the thousand, unless kiln count is specified, the method of ascertaining the number of thousands is by measuring the wall. There was no evidence that this alleged usage was known to the defendant, and he stated that it was not known to him:—It was held (1) that the alleged usage was an unreasonable one, and not binding on the defendant; and the plaintiff was entitled to recover for laying only the actual number of bricks in the wall, that is, on the basis of kiln count.

The bricks were put into the wall in a wet condition, and it was shown that, in order to make good work, the bricks should be dry. The wall fell down, and the plaintiff rebuilt part of it, but it cost the defendant $590 in labour to do the rest of the work. It was also held, (2) that the defendant was entitled to a set-off of $250 as claimed by him.

(Allen v. Deane, 14 Western L.R. 622.)

SASKATCHEWAN CASES.

Right of Domestic Animals to Run at Large.

The plaintiff's and defendant's farms, both unfenced, were separated by a highway. The plaintiff's mare strayed on to the defendant's land, ate some posioned wheat designed for vermin, and died. It was held by the full Court of the Province, that the defendant was not liable for the loss of the mare, which had no right to be on the defendant's land. The Court specially referred to *Ponting v. Noakes* (1894) 2 Q.B. 281. The common law, the Court declared, has not been so modified in Saskatchewan by custom and legislation that it can be said to be lawful for cattle and horses to range at large in unfenced property.

(Kruse v. Romanowski, 14 Western L.R. 696.)

UNITED STATES CASE.

Decision of Justice Goff Declaring Strikes Against the "Open Shop" Illegal,

A strike which demands the "closed shop," according to a decision rendered August 27 by Mr. Justice Goff, of the Supreme Court, is a conspiracy in restraint of trade and therefore illegal. The ruling came in the form of an opinion granting an injunction asked by certain cloak makers against 69,600 strikers. The case was that of Max Swartz, treasurer of the Cloak, Suit and Skirt Manufacturers' Protective Association, against the International Ladies' Garment Workers' Union and others.

In all their demands to the employers the strikers had insisted that the shops should be unionized. The employers refused.

Justice Goff said in part:

"In 1908 New York, the decision of the Appellate Division in McCord against Thompson-Starlett Company, the Court of Appeals has declared that it is against the public policy of the state for employers who control practically the whole trade in a community to combine for the purpose of compelling workmen to join a particular union as a condition of employment.

"If the rule laid down in the McCord case be the law, and it must be accepted as such, being the latest expression of the Court of Appeals, it must be applicable to workmen as well as to employers. It would be repugnant to reason to hold that it applies to one and not to the other. What the employers may not do the workmen may not do. If a combination of one to refuse employment, except on condition of joining a union, be against public policy, a combination of the others to cause refusal of employment, except on condition of joining a union, is alike against public policy.

"This refusal was sought to be caused by the demand of the defendant unions made upon all the employers in the trade that the non-union men already employés should be discharged in two weeks unless they joined the union. This charge under such circumstances would be a refusal to employ."

Further on the Court said:

"The primary purpose of this strike is not to better the conditions of the workman, but it is to deprive other men of the opportunity to exercise their right to work and to drive them from an industry in which by labour they may have acquired skill and which they have a right to pursue to gain a livelihood without being subjected to the doings of things which may be disagreeable or repugnant. That this is the motive which animates the combination of defendants is clear from the correspondence the negotiations, the conferences, and the actions disclosed in papers before the Court."

The Court then states in the most positive terms that the purpose of the strikers is unlawful:

"Some ten days after negotiations had been discontinued, counsel for the unions made a proposition to one of the manufacturers looking towards a settlement of the whole controversy, as follows: 'The Association is to obligate each of its members to employ union men as long as the union will be able to furnish union men who can do the work properly. Within two weeks the non-union men shall join the union. I am certain an agreement will be reached on all other matters.' In insisting upon the closed shop it was doubtless the intention of the union to get the whip hand of the manufacturers by perfecting a powerful organization. That agency would thereafter insure respect for their demands for a continuance of the wages and hours which the manufacturers are now ready to concede, but, here, as in the McCord care, the ulterior purpose of the union is immaterial, if the immediate purpose is unlawful. That it is unlawful has been shown."

Then follows an account of the threats, attacks and assaults of which the strikers were said to be guilty:

"In aid of their purpose, defendants have employed illegal means. From the inception of the strike until the present day, members of the unions who were formely employés of members of plaintiff's association have interfered with the business of the manufacturers by forcible entry of the shops and destruction of property therein, assaults and batteries of a serious nature upon employés who refused to stop work, threats to employés who were not unionists to beat or kill them, similar threats to wives and members of the families of such employés, use of opprobrious epithets and picketing the streets with unruly throngs.

"At large expense the manufacturers have been obliged to hire guards to conduct their employés to and from their homes or to provide sleeping accommodations for them in their shops. These facts are fully attested by over fifty affidavits of employés and manufacturers who have been threatened or whose places of business have been forcibly entered and by the record of testimony in police courts.

"If the unions have not formally directed a systematic course of aggression by criminal acts, the members of the unions, acting in concert, have connived at, condoned, and morally supported such acts on the part of many of their members, in pursuance of a common object."

THE

LABOUR GAZETTE

NOVEMBER, 1910.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF OCTOBER, 1910.

I.—GENERAL SUMMARY.

THE usual pressure of work in anticipation of the close of the season of outdoor employment was noted throughout October, the prevailing mild and clear weather and the general buoyancy of trade and industry accentuating this activity during the past month. Exceptionally good progress was made with ploughing and the marketing of the grain crop and the root crop has been gathered under favourable conditions. In the lumbering and mining industries, the general activity of the past few months has been well maintained, with the outlook for the approaching winter favourable. Railway construction, building and civic improvement operations were prosecuted with the utmost vigour, the supply of available labour being completely absorbed in nearly all sections and a scarcity reported at several points, especially in Western Canada. Manufacturing establishments continued very busy, expansion being noted in many localities and branches. General trade has been active, with money plentiful for the moving of the crops. In the latter connection shipments have been lighter than last year, as a result in part of the diminution in western yields. The immigration movement has been heavy.

With regard to the approaching winter season, the outlook is regarded as exceptionally favourable for labour. The large amount of construction work in hand will involve a corresponding increase in the amount of indoor work to be completed, while the steady employment and high wages of the past summer has left workmen, who are primarily dependant upon outdoor employment, favourably situated to meet a period of intermittent activity.

Changes in Wages and Hours of Labour.

The following is a statement by industries and groups of trades of the more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during October, 1910.

Building trades.—Plasterers, (12) at Brantford, Ont., had their wages increased from 30 to 35 cents per hour.

Woodworking trades.—Pattern makers' wages at Brantford, Ont., were increased five per cent.

Civic employés. — Eight hundred trench diggers employed by the City Council of Calgary, Alta., were advanced from $15 to $16.35 per week. Poilcemen (75) at Ottawa, Ont., were granted one day of rest in seven without reduction in wages, twelve additional policemen being engaged to make the arrangement practicable.

Railway employés. — Increases to trackmen and yardmen on the Temiscaming and Northern Ontario Railway, estimated to aggregate $15,000 per annum, were granted from October 1, by the Commission operating the railway after extended negotiations. A small increase

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

in wages was granted to Grand Trunk Railway telegraphers under the award of a committee of arbitration.

Street railway employés.—Street railway employés at Fort William and Port Arthur, Ont., received a slight advance.

Interruptions to Industries.

Among industrial establishments, &c., destroyed by fire or through other causes, during October, 1910, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.—Business block at Amherst, loss, $30,000, livery stable, two stores and residences at Florence, loss, $60,000; stores at North Sydeny, loss, $30,000; carriage factory at Athol, loss, $35,000; saw-mill at Salmon River, loss, $1,000; woodworking factory at Stellarton, loss, $5,000; granary and contents at Wolfville, loss, $4,000.

New Brunswick.—Grocery store at Moncton, loss, $2,000; the schooner *Neal Dow* was wrecked near Richibucto; furniture store at Sackville, loss, $1,500.

Quebec.—Outbuildings at Aylmer, loss, $1,500; business block at Asbestos; clubhouse at Grand Mère, loss, $9,000; bakery, livery stable and grocery at Garthby, loss, $4,000; granary and contents at Millington, loss, $2,500; mattress factory at Moe's River, factory and grist mill at Marieville, loss, $4,000; summer residence at Napierville, loss, $1,700; dry-dock (partial) at Levis. At Montreal, church, loss, $3,000; stables and five horses, loss, $1,000; tenement house, loss, $2,500; storehouses, loss, $5,000; paint shop; railway shed; business block, loss. $50,000; two stone barges, loss, $7,000; St. Mary's College (partial) apartment house, loss, $40,000; garage and six cars, loss, $30,000; tailor shop; gasoline launch *Cygne*. Convent (partial) at Richmond; monastry at Roberval; granary and contents at St. Paul l'Ermite, loss, $5,000; woodworking factory at Ste. Cecile de Wendover, loss, $12,000; store at Quebec, loss, $5,000; tenement house at Sillery Cove; schooner *Rosedale*, total loss, at Strawberry Cove, Anticosti; town hall at Three Rivers, loss, $20,000.

Barns at Bury, Piopelis and West Bolton.

Ontario.—Fire tank at Blenheim; flour mills at Brampton, loss, $15,000; granary and crop at Cornwall, loss, $8,000; outbuildings at Crewson's Corners, loss, $2,500; outbuildings and residence at Galt, loss, $5,000; organ factory at Goderich, loss, $50,000; livery stables and thirteen horses at London, loss, $30,000; planing factory at Merrickville, loss, $10,000; apple evaporator factory at Mullgrove; confectionery store and residence at Morristown; outbuildings and residence at Norwich, loss, $1,000; outbuildings at Owen Sound, loss, $1,000; cheese factory at Peterborough, loss, $3,000; barge *Lycoming* at Roddeau; outbuildings and Boy's Home at Shawbridge, loss, $3,000; machine shop at Smith's Falls; dry house and contents at Sparta, loss, $1,000; drug store (partial) at Toronto, loss, $1,000; hotel at Uxbridge, loss, $3,000; granary and crop at Villa Nova, loss, $6,000; hotel at Waterford, loss, $4,000.

Barns at Collins' Bay, Charleston, Cobourg, Haldimand and Trevelyan.

Manitoba.—Stables and four horses at Brandon; outbuildings and contents at Selkirk, loss, $2,500; Isolation hospital and grocery warehouse, loss, $260,000, at Winnipeg.

Saskatchewan.—Granary and contents at Indian Head, oss, $10,000.

Alberta.—Skating rink at Lacombe, loss, $2,000.

British Columbia.—Salteries at Nanaimo, loss, $15,000; storage warehouse at Vancouver, loss, $100,000, retail business section of Victoria, loss, $1,000,000.

In the last week of October destructive storms prevailed on the Northern coast of British Columbia during which the Grand Trunk Pacific Railway bridge at Kyax was blown down and the track washed out for two miles.

Conditions in the Industries and Trades.

Conditions of employment during October, in the several industries and groups of trades throughout Canada, as indicated by reports of correspondents of *The Labour Gazette*, and by information received at the Department of Labour from other sources, may be briefly summarized as follows:—

Agriculture.

Weather conditions were favourable for agriculturists during October and good progress was made with fall ploughing, threshing, the marketing of the grain crop and the harvesting of the root crop, the last mentioned turning out well. Pastures were in good condition and the flow of milk abundant. Prices have been firm for dairy produce, but easier in the case of hog products, beef, wheat and flour. The movement of western grain has been fairly heavy; it is estimated also that a considerably larger number of cattle has been shipped from the ranches than last year, with the result that feeders and stockers are scarce at certain points in Alberta.

Earlier reports as to the falling-off in the apple crop have been confirmed; the scarcity is particularly noticeable in Nova Scotia where the output is estimated at less than 200,000 barrels in lieu of 700, 000 barrels last year.

With the approach of winter the demand for farm hands has fallen off, though additional men were required in certain districts of Western Canada, where wages range from $25 to $40 per month with board.

The Census and Statistics Monthly for October shows lower averages of conditions for the whole of Canada than those of a year ago, though the reduction applies chiefly to the Northwest Provinces. Trial shipments of Niagara peaches to the

British market, under the auspices of the Department of Agriculture, Canada, have been highly successful and are regarded as marking the beginning of a new phase in the development of the Canadian tender fruit trade.

A cablegram received October 22, from the International Agricultural Institute, Rome, gives the yield of wheat crop, estimated October 1st, as follows:–

France. — 263,923,000 bushels compared with 359,178,000 last year and a ten year average of 335,388,000.

Italy.—153,339,000 bushels, 193,853,000 last year, 165,347,000 reported last month.

Roumania.—110,863,000 bushels, 58,873,000 last year and 108,853,000 last month.

Great Britain and Ireland.—56,075,000 bushels, against 54,250,000 last year, and ten years' average of 55,355,000.

Fishing.

Though sardine fishermen made some good catches off the New Brunswick coast, the month in the Maritime Province on the whole has been a poor one. Mackerel and herring were scarce, and rough weather interfered with operations. The same cause kept down the catch of oysters, which was the chief branch of the industry prosecuted during the month on Prince Edward Island. Hand line fishermen have had a poor season. Dog fish were abundant and caused considerable damage.

On the Great Lakes and in British Columbia conditions were normal. In the latter Province extensive developments in the halibut fishery are promised; it is also stated that five additional whaling steamers will be employed off Vancouver Island next year. Three new fish hatcheries have been completed on the Island by the Dominion Government. Recent reports from the salmon fisheries of Northern British Columbia are to the effect that the salmon pack of the present year is the largest ever put up in that district, the run on the Skeena River having been unusually heavy.

New regulations with reference to the oyster and lobster fisheries, based on the recommendations of the Committee of the House of Commons of the past Session, were promulgated during October.

The Fisheries' Commission appointed by the Dominion Government to investigate conditions in the fishing industry in Saskatchewan and Alberta took evidence at Medicine Hat and other localities during October.

Lumbering.

Several of the mills in Eastern Canada have closed down for the season, but the great majority were still running and will continue in operation until the severe weather. The outlook with regard to the coming winter season in the woods has not changed materially since last month, but a small cut in New Brunswick is regarded as not improbable. Though at Ottawa and other points, there was some increase in the supply of labour offering, skilled workmen were on the whole scarce, and wages were firm to upwards as compared with last year. In British Columbia the activity of the past few months was still maintained, and though there was some falling off in the log scaling returns, the general tone of trade was satisfactory. It was stated that arrangements had been entered into between the Retail Lumber Dealers' Association of the Northwest Provinces and the associations representing the coast and mountain lumber millmen of British Columbia, whereby a preference will be given to lumber sawn in British Columbia as compared with product manufactured in the United States. Some curtailment of mill production will be made as the demand from the Prairie Provinces declines with the approach of winter.

A movement has been begun among the employés of lumber camps in British Columbia to bring to the attention of the Government the necessity for providing improved sanitary arrangements in the camps. It is pointed out that the Provincial Health Act is not enforced in certain lumber camps in the Province.

Mining.

The coal trade in Nova Scotia was very active and the outlook is for a busy winter. The Dominion Coal Company has banked 300,000 tons at the collieries

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of *The Gazette* as published in the present issue several trades and industries throughout the Dominion. The table has reference only to the amount of employment headings in *The Gazette*. In tabulating the information in question, the terms employed are divided into two groups, the very active, (2) quiet and very quiet.

City and district of correspondent.	Agricultural operations.	Fishing.	Lumbering (including sawmilling.)	Mining.	Manufacturing.	Railway construction.	Building trades.
Nova Scotia—							
1—Sydney	Active	Quiet	.....	Active	Very active	.....	Active
2—Westville	Active	.....	Active	Active	Active	.....	Active
3—Halifax	Active	Very quiet	.....	.....	Active	.....	Very quiet
4—Amherst	Active	Active	.....	Active	Very active	.....	Active
Prince Edward Island—							
5—Charlottetown	Very active	Active	.....	.....	Active	.....	Active
New Brunswick—							
6—Moncton	Active	Active	Active	Active	Very active	Very active	Active
7—St. John	Active	Active	Active	.....	.....	Active	Active
8—Newcastle	Active	Quiet	Quiet	.....	.....	.....	Active
Quebec—							
9—Quebec	Active	.....	Active	.....	Active	.....	Active
10—Sherbrooke	Active	.....	Active	Very active	Very active	.....	Active
11—Three Rivers	Very active	Quiet	Active	.....	Very active	Active	Active
12—St. Hyacinthe	Active	.....	.....	.....	Very active	.....	Active
13—St. Johns and Iberville	Active	Active	.....	.....	Very active	.....	Active
14—Sorel	Active	.....	.....	.....	Very active	.....	Active
15—Maisonneuve	Active	.....	.....	.....	Very active	.....	Active
16—Montreal	Active	.....	.....	.....	Very active	.....	Active
17—Hull	Active	.....	Active	.....	Active	.....	Quiet
Ontario—							
18—Ottawa	Very active	.....	Active	.....	Very active	.....	Very active
19—Kingston	Active	Quiet	Active	Active	Active	.....	Active
20—Belleville	Active	Active	Active	Active	Very active	Active	Active
21—Perterborough	Active	.....	Active	.....	Very active	.....	Active
22—Toronto	Very active	.....	.....	.....	Very active	.....	Very active
23—Niagara Falls	Very active	.....	.....	.....	Very active	Active	Active
24—St. Catharines	Very active	.....	.....	.....	Very active	.....	Active
25—Hamilton	Active	.....	.....	.....	Very active	Active	Active
26—Brantford	Active	.....	.....	.....	Very active	.....	Very active
27—Guelph	Active	.....	.....	.....	Active	.....	Active
28—Berlin	Active	.....	.....	.....	Very active	.....	Active
29—Woodstock	Active	.....	.....	.....	Very active	.....	Active
30—Stratford	Very active	.....	.....	.....	Very active	.....	Active
31—London	Active	.....	.....	.....	Active	.....	Very quiet
32—St. Thomas	Active	.....	.....	.....	Very active	.....	Active
33—Chatham	Active	.....	.....	.....	Very active	.....	Active
34—Windsor	Active	.....	.....	.....	Very active	.....	Very active
35—Sault Ste. Marie	Quiet	.....	Active	.....	Active	.....	Very active
36—Port Arthur & Fort William	.....	.....	Active	.....	Active	Active	Active
Manitoba—							
37—Winnipeg	Very active	.....	Active	.....	Active	.....	Active
38—Brandon	Active	.....	.....	.....	Active	.....	Active
Saskatchewan—							
39—Regina	Active	.....	.....	.....	Active	Active	Active
40—Moose Jaw	Very active	.....	.....	.....	.....	.....	Very active
41—Saskatoon	Very active	.....	.....	.....	Active	.....	Active
Alberta—							
42—Calgary	Active	.....	.....	.....	Active	Active	Active
43—Edmonton	Active	.....	.....	Very active	Active	Very active	Very active
44—Lethbridge	Active	.....	.....	Active	Active	.....	Active
British Columbia—							
45—Nelson	Active	.....	Active	Active	.....	.....	.....
46—New Westminster	Active	Quiet	Very active	.....	Active	.....	Active
47—Vancouver	Active	.....	Active	.....	Active	.....	Active
48—Victoria	Active	.....	.....	.....	Very active	.....	Very active
49—Nanaimo	Active	Quiet	Active	Active	.....	.....	Active

CANADA DURING THE MONTH OF OCTOBER, 1910.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken as to wage changes, trade disputes and kindred phenomena treated under separate order indicating in each, the degree to which general conditions were favourable or unfavourable, as follows: (1) active

	Metal, engineering and shipbuilding.	Wood-working.	Printing and Allied trades.	Clothing.	Food and tobacco preparation	Leather.	General transport.	Miscellaneous.	Unskilled labour.
1—	Active	Active	Active	Active	.....	.....	Active	Active	Active
2—	Active	.....	Active	Active	Active	Active	.....	Active	Very active
3—	Quiet	.....	Active	Quiet	Active	.....	Qviet	Active	Quiet
4—	Active	Active	Active	Active	Active	Active	Active	Active	Active
5—	Active	Active	Active	Active	Active	Active	Active	Active	Active
6—	Active	.....	Active	Active	Active	Active	Active	Active	Active
7—	Active	Active	Quiet	Active	Active	.....	Active	Active	Active
8—	Active	Active	.....	.....	Active	.....	Active	.....	Active
9—	Active	.....	Active	Quiet	Active	Quiet	Active	Active	Quiet
10—	Active	Active	Active	Active	Active	....	Active	Active	Active
11—	Active	Active	Active	Active	Active	Active	Active	Active	Active
12—	Active	Active	Active	Active	Active	Active	Active	Active	Active
13—	Active	Active	Active	Active	.....	.....	Active	Active	Active
14—	Active	Active	Active	.....	.....	.....	Active	Active	Active
15—	Active	Active	Active	Active	Active	Active	Active	Active	Very active
16—	Active	Active	Active	Active	Active	Active	Active	Active	Active
17—	Active	Active	.....	.....	.....	.....	Active	Active	Active
18—	Active	Active	Active	Active	Active	Active	Very active	Active	Very active
19—	Active	Active	Active	Active	Active	Active	Active	Active	Active
20—	Active	Active	Active	Active	Active	Active	Active	Active	Active
21—	Active	Active	Active	Active	Active	.....	Active	Active	Active
22—	Active	Active	Active	Active	Active	Active	Active	Active	Active
23—	Active	.....	.....	Active	Active	.....	Active	Active	Active
24—	Active	Active	Active	Active	Active	Active	Active	Active	Active
25—	Active	Active	Active	Active	Active	Active	Active	Active	Active
26—	Very active	Active	Active	Active	Active	Active	Active	Active	Very active
27—	Active	Active	Active	Active	Active	.....	Active	Active	Active
28—	Active	Active	Active	Active	Active	Active	Active	Active	Very active
29—	Very active	Active	Active	Active	.....	.....	Active	Active	Very active
30—	Active	Active	Active	Active	Active	Active	Active	Active	Active
31—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
32—	Active	.....	Active	Active	.....	.....	Active	Active	Active
33—	Active	Aactive	Active	Active	Active	.....	Active	Active	Active
34—	Active	Active	Active	Active	Active	.....	Active	Active	Active
35—	Active	Active	Active	Active	Active	.....	.....	Active	Very active
36—	Active	Active	Active	Quiet	Active	.....	Active	.....	Active
37—	Active	Active	Active	.....	.....	.....	Active	.....	Very active
38—	Active	Active	Active	Active	Active	.....	Very active	Active	Very active
39—	Active	Active	Active	Active	Active	.....	Active	Active	Active
40—	Active	Active	Active	Active	Active	.....	Active	Active	Active
41—	Active	Active	Active	Active	.....	.....	Very active	Active	Active
42—	Active	Active	Active	Active	Active	Active	Active	Active	Active
43—	Active	Active	Active	Active	Active	.....	Active	Active	Very active
44—	Active	.....	.....	.....	.....	.....	.....	.....	Active
45—	.....	.....	.....	.....	.....	.....	Active	Active	Active
46—	Active	Active	Active	Active	Active	.....	Active	Active	Very active
47—	Active	Active	.....	Active	.....	.....	Active	Active	Active
48—	Active	.....	Active	.....	.....	.....	Active	Active	Active
49—	Active	Active	Active	Very active	Active	.....	Active	Active	Quiet

and 200,000 at Sydney, N.S. Shipments from the Pictou district were slightly smaller during the past month than during the corresponding month of 1909. The Maritime Coal Company closed down its mine at Chignecto and strike conditions still prevailed at Springhill; apart from these features the month was favourable. In Alberta, coal miners were in active demand, but the mines of the Crow's Nest Pass Company were working short time on account of a scarcity of railway cars. The Vancouver Island collieries had a good month.

Metalliferous mining was on the whole active. The asbestos properties of Quebec were producing steadily. In the Cobalt and other Ontario camps conditions were reported very active. The metalliferous fields of British Columbia were showing a steady output.

The leading mines in Cobalt are shipping more silver than in 1909, as the following results for the seven months ending with July show:—

Month.	1909	1910
January	2,409.05	2,025.06
February	2,137.53	2,248.99
March	2,516.79	2,594.78
April	2,499.79	2,814.08
May	2,491.78	2,243.17
June	3,287.78	2,917.00
July	2,325.10	*3,113.70

*Unofficial.

The rate of production indicates that the silver mines will ship at least 31,000 tons in 1910, as compared with 29,942 tons in 1909; moreover, more concentrates are represented in current shipments.

The annual report of the Consolidated Mining & Smelting Company of Canada, Limited, showed that the tonnage of ore handled at the smelter was 487,125 tons, compared with 347,417 tons in 1909. The property and plant accounts, after paying for two new properties and several additions, and after writing off for depreciation $175,502, show an increase of $244,202.

At the annual meeting of the Granby Consolidated Mining, Smelting & Power Company, held at New York, October 4, it was stated that the Company was free from debt and had over $100,000 in cash and copper in transit. Two additional furnaces will be blown in at Grand Forks, B.C., immediately.

According to the annual report of the Deputy Minister of the Ontario Bureau of Mines, the total mineral output of the Province for 1909 had a value of $32,981,375, an increase of twenty-eight per cent over 1908, the year of the previous highest record. The total output of silver was 25,903,985 ounces, valued to the mining companies at $12,464,722.

The Annual Report of the Coal Mines' Branch of Alberta shows that the output of coal in 1909 was 2,174,329 tons, an increase of 17.85 per cent. over 1908. This increase would have been still larger had not three-quarters of the production been shut off for three months owing to strikes.

The Mines Branch of the Department of Mines, Canada, is installing an experimental testing plant in Ottawa for the concentration of magnetic ores.

Manufacturing.

Manufacturing establishments had an active month, the volume of production being well maintained. Factories of all kinds were for the most part running full time with full staffs. Considerable expansion in buildings and equipment was in progress. Iron and steel plants were very active.

A criterion of the activity of flour milling in Canada during the past year is afforded by the reports of the three largest Manitoba flour milling companies of the country, which were issued during October. Aggregate profits of the Lake of the Woods' Milling Company, the Western Canada Flour Mills Company and the Ogilvy Flour Mills Company, Limited, show a decline from $1,832,095 in 1909 to $1,233,496.

The Quebec Boot & Shoe Manufacturers' Association held its general meeting recently. The Conciliation Committee, composed of nine manufacturers and nine workmen held twelve meetings during the year, by means of which a considerable number of difficulties were settled. Mr. Luc Routier was elected president, and Mr. L. Rouillard, secretary.

Railway Construction.

The month was a very busy one with labour in active demand, especially in Western Canada.

An application was made to the Government of British Columbia to permit the employment of Asiatic labour on the construction of the Grand Trunk Pacific line through that Province. The application pointed out that contractors had declined to take on additional work from the British Columbia end owing to the scarcity of labour. The application was refused.

Increasing activity in railway development is evidenced by the large number of applications to Parliament for legislation appearing in the *Canada Gazette*. Among others, the Canadian Pacific Railway Company is asking authority to construct five new branch lines in the Northwest.

Construction will be immediately commenced from Crofton, B.C., of the Cowichan branch of the Esquimault and Nanaimo Railway.

The annual report of the Department of Railways and Canals shows that the capital expenditure during the past fiscal year on the National Transcontinental Railway construction was $19,968,126, bringing the total expenditure on March 31st last up to $71,918,843, representing 1,106 miles of the line graded, 813 miles of track laid, and a little over sixty per cent. of the whole work from Winnipeg to Moncton completed. The grand total of Federal expenditure on the railways and canals of Canada on March 31st last was $556,326,737, of which $126,328,956 was spent on canals. The total canal traffic amounted to 33,720,748 tons, an increase of 16,217,928, or nearly one hundred per cent., as compared with 1908.

During the present year the Province of New Brunswick will have had 256 miles added to its railway mileage. The addition will be the Grand Trunk Pacific line, from Moncton across the Province to the border of Quebec. In addition to its value as part of a transcontinental line this road will open up valuable new territory, rich in hard woods, coal area and regions of granite and some desirable farming sections. The new Intercolonial road from the Maine border to Campbellton making connections with Gaspé is nearly completed.

General Transport.

Railway and street railway employés had a busy month, but the movement of western grain has fallen off compared with last year and navigation companies were affected accordingly, shipments of grain from the head of the Great Lakes being estimated to show a thirty per cent. decrease.

At the twenty-ninth annual meeting of the shareholders of the Canadian Pacific Railway Company it was announced that the Company's steamship service on both oceans would be improved, involving an extensive building programme.

The revenue of the Intercolonial increased by $741,165, during the past fiscal year, working expenses were reduced by $682,951, the net profit was $623,164, and there was a net betterment of not less than $1,424,116, as compared with the previous year.

An increase of £155,168 in gross receipts is shown in the Grand Trunk report for the half-year ended June, passenger traffic yielding £95,000, freight and live stock £324,000 more than for the previous half-year. The number of passengers carried increased 173,245. The freight and live stock increased 1,325,526 tons. The working expenses advanced £372,676, of which £139,586 was for maintenance of equipment, including £121,000 on locomotives, repairs and renewals, and £93,000 on the maintenance-of-way. Four hundred and sixty-eight thousand, nine hundred and thirty-seven additional train miles were run. Regarding the Grand Trunk Pacific, the directors report satisfactory progress on the Winnipeg, Lake Superior and prairie sections, but point out the great scarcity of labour in the mountain sections.

The Grand Trunk Railway Company has recently placed in commission on its northern division two telephone train despatching circuits. One circuit is between North Parkdale Junction an

Burlington Junction, via Allandale, a distance of 145 miles, and the other between Allandale and Nipissing Junction, a distance of 165 miles. Train despatchers on each of these circuits are located at Allandale.

A summary of the traffic on the Sault Ste. Marie canals, for the month of September, 1910, is as follows:—

	U.S. Canal.	Can. Canal.	Total.
Vessel Passages No...	2,008	989	2,997
Reg'st'rd Tonnage Net	4,059,291	3,034,284	7,093,575
Freight—			
East Bound, Net tons	2,514,421	4,335,301	6,849,722
West Bound, Net tons	1,322,226	816,426	1,940,652
Total Freight, Net tons	3,836,647	4,953,727	8,790,372

The Trades.

Building.—Pronounced activity prevailed in nearly all the large centres in the effort to complete as much as possible of the outside work in hand before the advent of cold weather. The amount of building under way during the past few months has been considerably in excess of that in progress during the corresponding period of 1909. The number of building permits issued in October also compares favourably with previous years and gives promise of an active resumption of work in the spring of 1911. Work on interior finishing promises to be active throughout the winter.

Metal and woodworking.—These trades had a good month, factory employés of all classes being well employed.

Printing and allied.—Favourable conditions prevailed for workmen in these crafts.

Clothing.—Journeymen tailors were active from seasonal causes, and garment workers were busy. Boot and shoe workers were somewhat dull. Trade in rubber goods continued with little change.

Textile.—Cotton and woollen mills reported active conditions.

Leather.—The hide market has been quiet with prices receding. The leather trade has been active, and tanners, curriers, &c, were well employed. Trunk and bag makers had a good month.

Food and tobacco preparation.—Bakers have had a good month and confectioners a very busy one. Cigar and tobacco workers have been well employed.

Miscellaneous.—Barbers, laundry workers, retail clerks, &c, had a fair month.

Unskilled labour.—There was a general demand for labour of this class, the supply in some localities being exceeded, owing to rush of work in connection with the finishing of contracts for civic improvements, buildings, railway construction work, &c. Unskilled labourers have had a good season, with the prospect of active employment until the cold weather sets in.

Canadian Trade and Revenue.

Foreign trade.—During September, 1910, the total value of imports entered for consumption in the Dominion of Canada, was $38,861,256, compared with $30,446,439 in September, 1909. For the first six months of the present fiscal year ending September 30, 1910, the total value of imports entered for consumption was $223,464,221, compared with $173,200,432 in the corresponding period of the last fiscal year. The total value of domestic exports during September, 1910, was $24,110,936, compared with $23,548,330 in September, 1909. The total value of domestic exports during the six months ending September 30, 1910, was $127,525,432, as against $120,484,255 in the correspondent months of last year. During September, 1910, there were increases in exports of the mine, animals and their produce, agriculture and manufactures, and decreases in exports of the fisheries and the forest. The grand total of Canadian trade for September, 1910, was $64,457,069 compared with $56,601,753 in September, 1909, and for the six months ending September 30, 1910, $360,274,650, as against $304,390,068 in the corresponding months of 1909.

According to reports of Canadian Trade Commissioner received at the Department of Trade and Commerce, Canada, a marked increase in Canadian imports into Cuba took place in the year 1909. Co-operation on the part of Cana-

dian exporters to this island, the appointment of a permanent representative of wholesale firms and the erection of a produce warehouse operated by a Canadian company at Havana are strongly urged.

Imperial trade.—In Great Britain and the different Dominions of the Empire, openings for Canadian products are reported as follows:—The experiment of shipping peaches in cold storage (Crawfords and Fitzgeralds) to Glasgow, Liverpool, London, Bristol, Cardiff and Birmingham, inaugurated by the Department of Agriculture, Canada, brought surprisingly good results, the fruit arriving in very fair condition and being easily disposed of at remunerative prices. The experiment, it is expected, will create a large new trade in this staple. Canadian butter continues to give satisfaction in the markets of the United Kingdom, the only complaint being that the supply is not equal to the demand. A hardening of the market for Canadian canned salmon was reported in Australia. Canada's trade with Newfoundland is constantly increasing. In 1903–4, its value was $1,792,248, and it has been increasing each year until 1909 when it amounted to $2,180,867. During this period imports from the United States have remained practically stationary. The largest of Canadian imports is flour, which last year amounted to $1,445,342. Complaints are made of packages containing Canadian foodstuffs, especially cheese boxes. Gravenstein apples from Nova Scotia this year are favourably commented upon. The establishment of a Canadian Trade Commissioner for New Zealand has been favourably regarded by all classes of the community. The necessity of Canadian wholesale houses sending out authorized representatives is urged. A lighter make of Canadian machinery is recommended and the market for the same, it is said, will rapidly expand. A good opportunity for Canadians to control the printing paper industry is mentioned, but manufacturers must keep in close touch with the consumers. The advantage of ten per cent. in the tariff on several articles should secure to Canada a good proportion of the trade therein.

Some striking remarks upon Canada were made by Lord Brassey, G.C.B., in his presidential address at the opening of the Autumnal Conference of the Associated Chambers of Commerce, on September 21.

Domestic trade.—A good volume of business was reported moving, with nothing in sight to interfere with a continuance of favourable conditions. Autumn trade at retail has been generally satisfactory and wholesalers report good orders for winter lines of seasonable goods. Sales of dry-goods, especially of knitted goods, have been heavy, notwithstanding the mild weather. In groceries there was an easing in sugar prices, and a pronounced advance in the price of canned tomatoes; hardware trade was seasonably active with no decline as yet in the demand for builders' materials. Country trade was steady. Money was plentiful for crop handling.

The bank statement for September showed a continuation of the strengthening process. Paid-up capital and reserve fund showing an increase.

The annual statement of the Molsons' Bank shows an increase in new capital from $3,500,000 to $4,000,000 and in reserve fund from $3,500,000 to $4,000,000, discounts and deposits have also increased. An increase in the dividend from ten to eleven per cent. is foreshadowed.

The number of branches of Canadian chartered banks on July 30, 1910, was as follows:—

Ontario	995
Quebec	366
Nova Scotia	112
New Brunswick	71
Prince Edward Island	16
Manitoba	187
Alberta	182
Saskatchewan	247
British Columbia	151
Yukon	3
Newfoundland	6
Elsewhere	44
Total	2,380

Five years ago Canada had eleven clearing house points, of which three were west of the Great Lakes; of these, that of

Winnipeg was the only one between the Great Lakes and the Rocky mountains. There are now seventeen clearing houses in Canada, of which nine are west of the lakes, and of which seven are in the Prairie Provinces. During the year 1909, Regina established a clearing house, and in the present year Brandon, Lethbridge and Saskatoon have been added. The new points are daily clearing amounts which compare favourably in volume with some of the older clearing points, and the steady progress being made indicates a rapid rate of general business expansion.

Canadian revenue.—Canadian revenue for the month of September, 1910, amounted to $10,317,823.18, compared with $8,853,659.41 in September, 1909. The total revenue to September 30, 1910, amounted to $56,148,193.33, compared with $47,353,819.83 to September 30, 1909. The total expenditure on capital account during September, 1910, was $3,263,685.36, as against $3,967,321.48 in September, 1909. The total expenditure to September 30, 1910 was $12,430,136.31, compared with $13,213,063.60 to September 30, 1909. The leading items of expenditure during September, 1910, were : Public Works, Railways and Canals, $3,145,225.36, and bounties, $123,685.36.

Notes.

The twelfth annual convention of the Canadian Wholesale Hardware Association was held at Montreal, Que.

The fifth annual convention of the Union of New Brunswick municipalities was held at Woodstock, N.B., on October 19.

The annual convention of the Canadian Passenger Agents' Association was held at Quebec, Que., 150 delegates being in attendance.

The Elevator Commission appointed by the Government of Saskatchewan has adopted a unanimous report, which has been presented to the Premier of the Province.

Mr. George Howell has been appointed correspondent to the *Labour Gazette* for Calgary, Alta. and district, in the place of Mr. Edwin Howell who has resigned.

Several seizures of contraband opium were recently made by Canadian Customs' officials. Opium dens were raided at Vancouver, B.C., Winnipeg, Man., and other points. At the former a Chinese was fined for having opium in his possession unlawfully.

Enrollment in the various technical schools, night school classes, &c., which opened in several of the Canadian cities in October, has been unusually heavy, especially in the cities of Sydney, Halifax, N.S., Montreal, Que., and Toronto, Ont.

A delegation representing the National Association of Builders' Exchanges visited Western Canada during October to extend the organization of builders' exchanges in the leading cities of Western Canada and to affiliate them with the national federation. The associations in Regina, Sask., Calgary, Alta., and Edmonton, Alta., have signified their intention of joining the federation.

The inauguration of hydro-electric power at Berlin, Ont., was made the occasion of an interesting public ceremony on October 12. The Honourable the Premier of Ontario officiated at the button which turned on the power in the presence of prominent visitors from Toronto, Hamilton, and many other municipalities in Ontario, and of several thousand spectators.

The Fishermen's Union of Nova Scotia held its annual meeting at Halifax, N.S., on October 1. Many important matters were discussed. New legislation will be asked for, to provide better protection against beam and other trawlers, against the taking of lobsters by foreign fishermen in smacks during the close season, and against requiring fishermen operating motor boats to have engineers' certificates. Officers were elected as follows: President, Angus R. McDonald, Port Hood; Vice-president, Angus Harris, Long Beach, Digby; Secretary-treasurer, Bernard Cumming, Port Joli, Queen's County; Executive Committee, Charles H. Thomas, Herring Cove; James Meagher, Canso; A. D.

McEachern, Craigmore; Everett Harding, Little Harbour, Shelbourne.

An amendment to the By-law, regulating the height of buildings, was passed at Vancouver, B.C., during October. The amendment reads as follows:—

"No such building shall be more than fourteen storeys in height or more than 160 feet in height, provided, however, that where the base of any such building is 7,000 square feet or more in area and having a frontage of sixty-six feet, the main portion of the building may be ten storeys in height and may be 125 feet in height, but shall not exceed ten storeys in height or exceed 125 feet in height, and such main portion may be surmounted directly from the foundation footings and which shall not exceed 200 feet in height reckoned from the sidewalk or curbing to the roof of such superstructure and which shall not exceed eight storeys in height above such main portion of the building."

A statement just issued shows that the penny banks of the schools of Ontario are doing a very large business. London, with about 7,000 children in the public schools, has in banks $6,746.19, or nearly $1 per pupil. The following list shows the amounts to the credit of the public schools in different places:—

Oakville	$ 317.62
Port Hope	1,417.90
Orangeville	146.55
Galt	4,026.80
Guelph	2,248.13
Bowmanville	353.27
Ottawa	5,853.90
Hampton	738.90
West Toronto	3,506.89
Toronto	89,508.93
London	6,746.19
Preston	403.07
Collingwood	115.89
	$115,564.04
Accrued interest	209.35
Total	$142,680.84

II. REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

THE conditions of the labour market during the month were very active. All the larger industries were fully employed, while the lesser works shared in the general prosperity. The steel and coal trades were active, as were also the foundries, factories, woodworkers, and the building trades. The Sydney cement plant during the whole season has been running day and night, the demand for cement being decidedly greater than last year.

The Sydney Steel Works continued very busy during the whole month, and increased outputs were obtained. A large supply of limestone and dolomite and iron ore, were placed in the stock bins for winter use, as the outputs this winter are expected to be much larger than last one. Much of the construction work is still unfinished, but a great deal has been accomplished during the year in the way of additions and improvements to the plant.

The Sydney mines steel plant had a good month, and all departments were actively employed. The prospects of the steel trade in this district are bright; there is considerable discussion as to the effect of the discontinuation of bonuses, hitherto paid to help to establish the steel industry of Nova Scotia.

The coal trade continued active, and prospects are now much brighter for a busy winter. The Domnion Coal Company had large outputs during October which will be kept up throughout most of the winter. Upwards of three hundred thousand tons will be banked at the collieries, and about two hundred thousand tons at the Sydney steel plant.

The Nova Scotia Steel and Coal Company had a very busy month, the coal outputs being much larger than in the month of September. Much development work will be carried on at the collieries during the winter season.

A large delegation of coal operators waited on the Nova Scotia Government, at Halifax, for the purpose of discussing reciprocity as it effects the coal trade. The general opinion throughout the largest part of the mining districts is against any reduction in the coal duty.

The Sydney Pressed Brick Company, which commenced operations at the end of last year, have found business very brisk. Pressed bricks are manufactured from granulated blast furnace slag. The Sydney plant is capable of turning out twenty thousand bricks in ten hours. The product has found great favour with tradesmen and others interested. Large quantities are being used in the erection of buildings in the Dominion Iron and Steel Company's plant, notably in the work being done by the American Coke and Gas Company. The Sydney academy is being built of these bricks. They have been used in the construction of several fine dwelling houses.

This industry while affording regular employment is utilizing what would otherwise be waste and cumbersome material.

The Dominion Iron and Steel Company has been using Sydney cement in the very important construction work which is going on this season, such as the new blast furnace, steam turbine plant, etc.

The technical schools opened during the month, and the attendance promises to be much larger than last year.

The building trades were busy and there are some large jobs still unfinished, but these are being rushed so that they may be completed before winter sets in.

Shipping was heavy, and near the end of the month produce from Prince Edward Island and other parts began to come in.

The wholesale and retail trades had a good month.

Labour both skilled and unskilled was fairly well employed, and the supply was equal to the demand.

The first county fair held in Sydney, opened during the second week of the month. The exhibits were of superior quality. The attendance was large, and interest in the fair seemed to increase until it was over. This is the second county fair held in Cape Breton, the last one being in North Sydney.

WESTVILLE, N.S., AND DISTRICT.

Mr. T. Hale, correspondent, reported as follows—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour throughout this district was very brisk in all departments, some of the collieries being shorthanded for loaders, which occupation the young men of the locality do not as formerly seek, preferring work in other branches. Shipments from the collieries during the month were some 9,000 tons less than in the corresponding period last year. For the nine months ending September 30, 1910, shipments from this district were about 250,000 tons, being a decrease of some 5,000 tons during the corresponding months of 1909. The buildings, houses for the miners and other residences, being erected by the Acadian Coal Company were nearing completion. It was reported that many Belgian miners would be employed in this Company's mines.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Since harvesting has been completed, farmers have been busy in fall ploughing, and marketing. Farm produce sells readily at good prices.

Fishing.—Salmon fishing by night was the chief occupation.

Lumbering.—Preparations were under way for what promises to be an active season.

Manufacturing.—Activity prevailed.

Mining.—In general, brisk conditions were reported, chiefly in the inland trade. The regular steamer carrying coal between the Drummond Colliery and the Quebec and Montreal markets has ceased operations for the season.

CONDITION OF PARTICULAR TRADES.

The building and metal trades were active, as were the printing, clothing

and transport trades. Butchers had a good month, and cigarmakers and tobacco workers had brisk conditions. The supply of unskilled labour was not equal to the demand.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during the past month has been dull. This state of affairs will continue to a greater or less degree (particularly among the building trades) until next spring. The chief features of the month were the completion and occupying of the addition to the Royal Bank of Canada, the opening of the new Chebucto road School, which cost $95,000 and has accommodation for 700 pupils, and the formal laying of the corner stone of the new Young Men's Christian Association building, which took place, with the usual ceremonies, on October 6. The work in this structure has made much progress, small night forces (no addition to the day staff) being employed. Prospects for future look much better for the building trade, as it is understood several sites have been sought, with the view of the erection of substantial structures, among the contemplated buildings being a new passenger agency for the Canadian Pacific Railway Company, as well as extensions of premises by certain local concerns.

Along the waterfront, matters have been quieter than usual, owing, among other things, to the falling off in the exportation of apples; but a big immigration year is expected, which, with increasing trade, should bring returns fully up to the average.

By the unanimous consent of the shareholders, at a meeting held on the twenty-fourth October, the Selliper Car Works were transferred to a new Company, to be known as the Nova Scotia Car Works. The new company, of which F. B. McCurdy is the head, purchased the entire plant, which will be increased to sufficient extent to turn out four times as much as the late Company. There will be built some 2,000 cars per annum, and 1,000 hands will be employed.

The Technical College established by the Provincial Government opened its winter courses on the twenty-fourth October. Mayor Chisholm, Superintendent of Education Mackay and Prof. Sexton (Superintendent of the College) were among those making addresses.

The branches taught will embrace: Business English, Practical Arithmetic, Algebra, Geometry, Bookkeeping, Mechanics, Drawing, Machine Design, Agricultural and Building Construction Drawing, Elements of Electricity, Dynamo Electric Machinery, Alternating Current Machinery, Element of Chemistry, Chemical Analysis, Pharmacy, Garment Making. There were 380 students enrolled the first night, and it is expected this will be increased to 500. Prof Sexton has intimated that as soon as circumstances will permit classes in mechanical pursuits will be started on a line suggested by the evidence given before the Royal Commission of the Dominion Government, which visited Halifax during the past summer.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The early predictions regarding the fruit crop, particularly apples, are being verified. The annual crop, which averages in the vicinity of 700,000 barrels, will hardly reach 165,000, which is probably the smallest in our recent history. Early frosts in June are the cause. But despite the smallness of the crop, there has already been some shipments to the English market, one consisting of 19,000 barrels.

Some late October wholesale prices:—

Butter, creamery, prints, 28c., per lb.
Butter, creamery, boxes, 26–27c.
Butter, creamery, 30 lb. tubs, 27c.
Butter, dairy, tubs, 23–24c.
Butter, dairy, ordinary, 20–21c.
Butter, dairy, prints, 24–25c.
Cheese, large, 12½–13c., per lb.
Cheese, twins, 13–13½c., per lb.
Eggs, fresh, 26c., per doz.
Beef, forequarter, 8–9½c.
Beef, hindquarter, 10–12c.
Lamb, 10c., per lb.
Mutton, 7–8 c., per lb.
Veal, 7–8½c., per lb.
Pork, 10–11c.
Bacon, 20c., per lb.
Hams, fresh, 16c., per lb.
Hams, smoked, 18 c., per lb.

The indications point to the number of applications for the full course term at the Agricultural College, Truro, being the largest on record. Last year the full number was forty-three, and this year the number expected is sixty. The short courses, which begin in January, also promise to have a large number. There are over 100 from Prince Edward Island alone; New Brunswick will send a good quota, which, together with the usual number from this Province, should insure a most successful year.

Fishing.—Local fishermen fared poorly. There being much disappointment at the smallness of the mackerel catch. Early in the month there were some half-dozen stops, when the mackerel taken varied from sixty to 400, but the total is small. Along the NovaScotia coast notably Liverpool, there has been fair mackerel stops, but nothing near the average. On the twentieth October some 15,000 were secured near Liverpool, but fully fifty per cent. were lost owing to the springing up of a gale. Much dry fish has been passed through the customs during the month, being mainly from St. Pierre, Michigan and Newfoundland.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, painters and decorators were quiet. Plumbers, lathers and plasterers had a fair month. Gas and steamfitters were more active than last month. Stonecutters and builders' labourers were dull. Electrical workers had a fair month. Boiler makers fairly well employed. Sheet iron workers on stove pipes and fittings were busy. Printers, pressmen, bookbinders were busy. Tailors and garment workers were more active than in September, but colder weather will be necessary to create normal activity. Bakers and confectioners were fairly active. Butchers and meat cutters were busy. Barbers were not as busy as in September. Transportation employés, railroad men generally, freight handlers by rail and water, etc., were better employed than last month. Unskilled labour was quiet.

AMHERST, N.S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions of employment during the month of October were smilar to those of September. The weather was on the whose favourable to building operations.

The Amherst Boot and Shoe factory had a large force of men busily engaged in building a large annex to its already extensive plant.

The Malleable Iron Company also made good progress in the enlargement of its plant. Building operations were also fairly brisk.

Our largest indutsry in town, the Canadian Car and Foundry Company, has received orders during the month that assure steady work until next June, and more are in view.

Taking conditions generally the month of October, has, on the whole, been very much better than the corresponding months of the past three years. There is somewhat of a depression in mining operations. The strike at Springhill still continues. J. R. Cowans, who has held the position of general manager for the past twenty years, has retired and will go to the head office of the Company at Montreal. His place is being taken by J. R. Sharp, who has been given the title of operating manager.

The Maritime Coal Railway and Power Company have closed down their mine at Chignecto owing to a shortage in orders but are operating to their full capacity at Joggins. Their output in the latter mine is steadily increasing and they are employing more and more hands.

The Eastern Coal Company, which has been endeavoring to locate a coal seam at Maccan Station for the past three years, ceased boring operations last week. This company has spent in the vicinity of $300,000 in bank head buildings, equipment and sinking operations, but, unfortunately were never able to locate the main seam.

Merchants report business steadily

improving during the month. Cash is more abundant and a more optimistic feeling prevails in Amherst at present than at any time for the past three or four years.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The season's crops are now about gathered and taken on the whole the farmers are well satisfied. The fruit crop, which does not play an important part in the section was a failure. The hay, grain and root crops were all above the average. Prices continued good.

Fishing.—This is an off season with fishermen, some oysters have been raked but the beds in the section have been sadly depleted.

Lumbering.—The lumber market has been rather dull, but the large operators have been preparing for the usual winter's cut.

Manufacturing. — Manufacturing industries have been very busy during the month. All are working full time.

Mining.—As noted elsewhere mining conditions have not been favourable, with the exception of the colliery at the Joggin Mines, operated by the Maritime Coal, Railway and Power Company, which is doing a thriving business, the other centers are working part time and are idle through different causes.

Quarrying.—The Maritime Gypsum Company has been actively at work all during the month, employing about eighty men and shipping their output of plaster to the New York market.

CONDITION OF PARTICULAR TRADES.

The building trades have been well employed during the month. There was a steady demand for bricklayers, masons, and carpenters. Iron moulders have had a busy month with steady work throughout. Machinists and engineers have been kept fairly busy. Electrical workers have been well employed. Wood workers report steady work, but upholsterers complain of dull times. Car builders were better employed than for years. Carriage and wagon makers were busy. Printers have been working steadily, but no great demand for extra hands occurred. The tailors all report a good month working with extra hands. Boot and shoemen were exceptionally busy. Trunk and bag makers were also well employed with some demand for extra help. Some demand for clerks and stenographers. Unskilled labour has been well employed and the prospects for steady work are excellent.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market for October was somewhat similar to that in September, except that in the latter month the supply was somewhat greater than the demand. The weather on the whole was unfavourable for outisde operations. In the city the building of tanks, and the laying of pipe lines for the Standard Oil Company and work at the new Hearzt Memorial Hall were among the principal operations in the building line. In the early part of the month a new factory for the manufacture of glucose, dextrine and laundry starch from potato starch, was opened at Bridgetown. This season potato starch will be the only product made, but next season other lines will be taken up. The end of the month found practically all the crops gathered in and shipping under way. A steamer direct for Great Britain made two callings here, taking considerable quantity of hay, of which there was an exceptionally good crop this year. Bankers and wholesale merchants report business good. One new dry-goods firm opened up.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The autumn is closing off one of the best agricultural years in the history of the Province. Crops are abundant and prices high. The plant of the Cold Storage Company Limited began to handle hogs in the early part

of the month, the regulations respecting inspection are being more thoroughly carried out. The supply of farm labour is not quite equal to the demand. Several families arrived from England with a view to settling and taking up land here.

Fishing.—Oystering was practically the only branch of this industry carried on during the month, stormy weather keeping down the catch which was somewhat below the average.

Railway construction and employment.—The building of the Elmira branch railroad was the only work of importance in progress.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers, plasterers, painters, decorators, and paper hangers were active. Plumbers, gas and steamfitters were busy. Stone cutters and builders' labourers and other skilled trades were active, with unskilled labour well employed.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

With supply and demand fairly well balanced, no unemployed, and steady activity in all the various fields of local labour, the month of October has been up to the average for this season of the year and on a par with September. Weather conditions have been favourable for outdoor work and building artisans have been active and in demand to complete contracts before the cold weather. The Paul Lea woodworking factory has been especially active and running overtime to meet the heavy orders for joiners' work and finishings. Work upon the Massey-Harris warehouse is well advanced, also upon the public wharf, both of which employ a considerable force. The Intercolonial Railway Company's gas planthouse is being doubled in size to forty by eighty feet, the old one not having sufficient producing capacity, and a large number of men are at work upon it. The City Corporation has also had a busy month, employing a fairly large body of men to complete sewer and water extensions, macadamizing and sidewalk work before winter. The Record Foundry, the cotton factory, and all other local factories and machine shops report steady activity and unchanged conditions. Custom's house returns for September showed duty collected $5,750 as against $5,590 in September 1909, and imports at $48,017 as against $44,438 of the previous year. Wholesale trade has been satisfactory and retail trade up to the average. Real estate has been quiet with quotations firm. Rents were unchanged but there is a wider range of choice than last season. No material change in hours of labour or rates of wages was reported. Relations between employers and employés were satisfactory.

Agriculture.—Farmers have been very active, potato digging, fall ploughing and ordinary autumn work taking their attention. The potato crop is of good quality but not up to the average in yield. Other root crops are fair. Hay is dull at $6-8 per ton loose. Most cheese factories closed October 31. The output for the season has been large. The wholesale price is 11 to 12 cents. Pork is plentiful at 10 cents per pound per carcass.

Fishing.—Shore fishermen report catches small.

Lumbering.—The outlook for winter operations is not as favourable as usual. Men are reported scarce, the wages demanded rate about $2 per month higher than last season.

Mining.—The Maritime Oil Fields Company Limited, is still developing the oil and gas areas at Lower Coverdale, and results are pronounced satisfactory. Fifteen wells have been sunk and capped at a capacity estimated at $10,000,000 cubic feet. The gypsum quarries at Hillsboro have been actively operated this season and about 125,000 barrels have been shipped.

Railway construction and employment.—The estimate of the National Transcontinental in New Brunswick, for September

totalled $280,795. The Toronto Construction Company on contracts 3 and 4 have now about 700 men employed, ballasting, and upon the sidings and yard at Napadogan, the divisional point. At Campbellton the Intercolonial Railway Company is constructing a twenty-eight stall locomotive round house, a power house and a heating fan building of concrete and brick. About 150 men employed and work well advanced.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were quiet, carpenters, plasterers and painters active, plumbers busy and builder's labourers in fair demand. The metal, engineering and shipbuilding trades may be reported active. In the woodworking and furnishing trades active conditions prevailed. Printers, pressmen and bookbinders reported active conditions. Journeymen tailors and garment workers were in good demand. Bakers and butchers were active. Tanners and curriers were quiet, but leather workers were busy. Barbers were active, clerks and stenographers were fairly active with demand limited. Hotel, restaurant and theatre employés were busy and laundry workers active. Passenger and freight traffic heavy and operating crews were active and in good demand. Trackmen were busy, also freight handlers, carters and expressmen were active. The demand for unskilled labour still continues good, no unemployed being noticed. The local supply barely sufficient to meet the demand. Labour bureaus still find difficulty in furnishing men for operating in other parts of the Province.

ST. JOHN, N.B., AND DISTRICT

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continues buoyant, with all trades well employed.

The new school on Wentworth street s well advanced, and is hoped to have t closed in before the snow flies. The St. John Street Railway Company is making excavations preparatory to the erection of the new car sheds on Wentworth Street. The new shed will be of concrete, steel and brick.

Sayre's mill closed down for the season on October 10. Hilyard's mill was closed down for a few days for repairs. It started again on the seventeenth of October with only the rotary working.

The shipments of wood goods from St. John for the nine months ending September 30, 1910, shows an increase of upwards of 9,000,000 superficial feet. There were in 1909, 3,193 tons of birch, of which 2,930 went to Liverpool. In 1910 there were only 852 tons, of which 485 went to Liverpool.

The shipments for the month of September show the increase was largely during that month.

Bank clearings for the five weeks ending October 28 were $7,573,029, and for the corresponding period last year $7,424,625, being $148,404 greater in 1910 than in 1909, and $1,818,213 in excess of the four weeks ending September 22 of the current year.

The city cashier paid out $11,490.20 to the city labourers for the four weeks ending October 28. The market for Thanksgiving was well stocked. Turkeys are scarce, retailing at 28 cents per lb.; ducks and geese, $1.25 to $1.50 each; chickens, 18 to 20 cents per lb; fowl are plentiful, and retail at 16 cents per lb.; roast pork, 14 cents per lb.; lamb, (hind quarters), 14 cents per lb.; lamb (fore quarters), 11 cents per lb.; veal roasts, 11 to 14 cents per lb. Moose steak, 20 cents per lb.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The sardine fishermen down the bay have been reported to have had a good catch. There was shipped from Lepreau $7,074 worth of sardine herring in five days.

Railway construction and employment.—The estimates of the National Transcontinental Railway in New Brunswick for the month of September are as follows:—

No.	Amount.	Contractors.
1	$ 50,807 35	G. T. Pacific.
2	30,332 02	J. W. McManus.
3	9,628.50	G. T. Pacific.
4	105,578.79	G. T. Pacific.
5	40,134.14	Willard Kitchen.
6	44,314.38	Lyons V. White.
Total...	$280,795.18	

No. 1 section should be ready for acceptance at the end of October; No. 2 section is now ready for operation, but details will not be completed until the end of the season; contract No. 3 is ready to be taken over any time; No. 4 will be ready this fall; No. 5 will not be ready for sometime; No. 6 is well advanced.

CONDITION OF PARTICULAR TRADES.

The building, metal and woodworking trades were active. Printers were somewhat quiet but other skilled and unskilled workers had a good month.

DISTRICT NOTES.

Burton.—The McLellan-Smith Lumber Company's mill was destroyed by fire on October 16. The mill was valued at $7,000, blacksmith shop and contents at $500, and the destroyed lumber at $500. Insurance $4,000.

Fredericton.—The Alexander Gibson Railway and Manufacturing Company's properties are to be sold at auction here on the 22nd of February, 1911, as the result of an equity suit brought for foreclosure of mortgages amounting to about half a million of dollars. An importation of over one hundred pure bred sheep arrived here for the New Brunswick Department of Agriculture from leading Ontario breeders. Fifty-three of these animals were sold at auction on October 25, and they brought a total of $1,012,50, an average of almost $20 each, the prices ranging from about $15 up as high as $35.50. The balance of this lot was sent to Newcastle and Moncton.

Minto.—A fire destroyed the roundhouse of the Central Railway on October 20, as well as two locomotives and one flat bar which were in the building at the time. The heating apparatus was also lost. The Paul Lea Company, Limited, of Moncton, has been awarded the contract for building the roundhouse for the New Brunswick Coal and Railway Company for $2,750.

St. Stephen.—Work has been commenced on the enlargement of the premises of the Maritime Edge Tool Company. The new building will be 35 feet by 80. The dam will be raised 4 feet to give an increased head of water, a new penstock built, and a larger wheel placed.

NEWCASTLE, N.B., AND DISTRICT.

Mr. James Falconer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market up to the last part of the month was fairly active, but the closing down of nearly all lumber mills for the season threw a number out of employment. However, a large proportion of these go to the woods, the wages offered being from $24 to $30 per month. The rate paid for teams was high. With the exception of hay, prices were unusually high, especially beef and pork. The labour market generally was quiet; a strike is unknown in this locality.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The season has been a very favourable one and farmers have housed their crops for the season. The hay crop was an extra good one, as was also the oat crop; both being above the average. The potato yield, however, was below expectations, August and September having been too dry. The want of rainfall also adversely affected the turnip crop and fall ploughing.

Lumbering.—Conditions were brisk, all those wanting work being able to obtain it at good wages. The cut is likely to be as good, if not better than usual, as very few old logs remain uncollected.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons are fairly well advanced with their work and will

soon finish for the season. Carpenters and joiners were busy and will continue so for another month. The Baptist Church and the Clark and Ferguson residences were finished.

QUEBEC, QUE., AND DISTRICT.

Messrs. E. Little and *P. J. Jobin, correspondents,* reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of October has been a good one for labour in general in this district and compared favourably with the month previous. Work has been begun on the new wing of the Departmental buildings here. This wing is to serve for the Library and for the Department of Education. Work on the terminals for the Transcontinental Railway should begin in November, as the municipal property required for this purpose will then be handed over. The demolishing of the buildings on this property will no doubt be carried on during the winter. The Provincial Government free night school will be opened on November 10 for the winter months.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Harvesting was about finished. The hay, grain and root crops have been above the average. Except in the case of hay, prices rule high.

Lumbering.—Some of the large mills have finished their season's cut, but by far the greater number are still working, and will continue doing so until prevented by cold weather. Some of the lumber companies engaged in cutting pulpwood will not operate next winter. These, however, are firms cutting on Crown timber limits for shipment to the States. Notwithstanding this, wages for bushmen are in excess of last year, being generally $30 per month, although some firms are offering $33, $35 and $40, which would be about $5 per month higher than last year.

Railway construction.—A railway siding a couple of miles in length has been built to Jonquière, Lake St. John district, in order to serve a new pulp and paper mill to be erected at that place to cost about $3,000,000.

CONDITION OF PARTICULAR TRADES.

Painters have been quiet but the other building trades have been busy, as were also the metal trades. Busy to active conditions prevailed in the printing trades. Boot and shoe workers were dull; the other clothing trades were active. Cigar makers were quiet and ice cutters and drivers dull. The leather trades were also dull. Railway employés, teamsters, expressmen and longshoremen were active; the other transport trades were either quiet or dull. The supply of unskilled labour was in excess of the demand.

DISTRICT NOTES.

Shawinigan Falls.—A new cotton factory has started operations.

Beauport.—Messrs J. A. Guérard & Company, contractors, have received the contract for the construction of a new silk and cotton factory. The building will be 150 feet long by 50 feet wide, four storeys in height and the contract price is $29,000.

Levis.—The first of the new winter ferry steamers, the *Plessis,* was launched from the shipyard of Messrs. Geo. T. Davis & Sons, at St. Joseph, Levis, on October 20. This vessel is built of steel, is 120 feet in length and 38 eight feet moulded breadth. She is fitted with powerful triple-expansion engines capable of forcing her through the heavy ice she will encounter in the ferry service.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour has been exceptionally well employed during October. This applies to industrial concerns. Also to unskilled labour. In connection with the latter,

the Bishop Construction Company which have the contract for the new dam and power house for the Sherbrooke Power and Railway Company, had a large force of men at work, and labourers were paid as high as 20 cents an hour. Many men are also employed in the construction work in connection with the extension of the street railway and the replacing of the rails throughout the entire system. In addition to the above, the city has a large force at work on the new reservoir. As a matter of fact if anyone was out of employment it was because he did not want to work. The various other industries were fully employed, running full time. The Jenckes Machine Company has a large contract getting in the flumes and water wheels for the new power company. The carpet company has changed hands, and it has been taken over by the Guelph Carpet Company. This latter company will install more machinery and greatly increase the output. This means more employment to carpet workers.

Wholesale and retail trade was active during the month.

The valuation roll has just been nomologated, and shows a total valuation of close on to six million and a half dollars. The census taken by the valuators show that there has been a steady increase in the population, and while the latter figures have not yet been completed it is estimated that the population will be close to 17,000. There has been a regular compaign started by the merchants and others to boom Sherbrooke as an industrial centre. The membership of the Board of Trade has been largely augmented, and it has been decided to appoint an industrial Commissioner to endeavour to locate industries here. It is understood that one if not two industries that will employ many hands have practically decided to come. They have been induced to come here by the fact that they can get cheap power.

There has been no unrest in the labour market during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are about finished with fall work. They report a good yield of grain.

Lumbering.—Lumbermen are getting their camps in order for winter work in the wood, but they find a difficulty in getting a sufficiency of men, owing to so much other work going on in the city.

Manufacturing.—All branches of manufacture are running full time, and there are plenty or orders ahead.

Mining.—The various mining centers are busy, and in some sections work is handicapped by the shortage of help.

CONDITION OF PARTICULAR TRADES.

All branches of the building trade were fully employed during the month. The metal and engineering trades were busy and all sections were running to full capacity. The woodworking trade was busy. Printers and book binders were busy. In some offices overtime was engaged in to keep up with the orders on hand. Tailors and garment workers reported trade good. Bakers, cigar makers and butchers were busy. Miscellaneous trades had a good month. Railway men were fully employed, although the street railway employés were laid off owing to the cars being shut down on account of work at the new dam. It was only temporary. Unskilled labour was very busy.

DISTRICT NOTES.

Scotstown.—The Guelph Cash Company hired twenty more men to work in the woods. The new Lingwick branch of the Canadian Telephone Company is completed and is now in operation.

Richmond.—The brick work on the new Grand Trunk Railway shops which are being erected has begun, and the work is being rushed to completion.

Bromptonville.—Mr. A. Sharpe, of Montreal, has been appointed manager of the Pearl Manufacturing Company. There are now thirty girls at work and twenty more will be added soon. This industry will be of great benefit to this place.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were very active during October and compared favourably with the preceding year, supply and demand being about even. The sawing season ended in the lumber mills, but all factories were running full time, those concerned in the building trade being very busy. Trade was good in general, although showing a decrease with preceding months. There was no change in rates of wages or hours of labour. The best of understanding prevailed between employers and employés.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy and farm labourers in demand. Threshing was in progress on rainy days and farmers were ploughing during the fine weather.

Fishing was rather dull.

Lumbering was very active for a portion of the month only.

Manufacturing. — All factories were active.

Railway construction and employment was rather quiet.

CONDITION OF PARTICULAR TRADES.

All in the building trades were active. Iron moulders, iron workers and helpers, coremakers, machinists and engineers, steam engineers, electrical workers, linemen, metal polishers, platers, stove mounters, blacksmiths, bicycle workers, horseshoers and jewellers were fairly active. Wood workers, upholsterers, varnishers and polishers, wood carvers, carriage and wagon makers and pattern makers were well employed. Printers, pressmen, electrotypers and book binders were busy. Journeymen tailors, garment workers, glove makers and boot and shoe workers were very active. Bakers and confectioners, butchers and meat cutters, cigar makers and tobacco workers, tanners and curriers, and all employed in the leather trades, except the boot and shoe workers, were not very active. Barbers, clerks, stenographers, delivery employés, furriers, hotel, restaurant and theatre employés, laundry workers were fairly active. All employed for the transportation companies were fairly active. There was a good demand for unskilled labour, but the supply was equal.

DISTRICT NOTES.

The Gris Falls Construction Company is rushing the construction of the new pulp mill at the Cape de la Madeleine in this vicinity. Another mill will be built on the Ile de la Poterie.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. Victor Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during October was active; the building trades had a better month than in the corresponding period of last year. Sash and door factories and all the woodworking establishments were active. The leather industry had a fair month, and more activity is expected in the coming months. The biscuit, musical instrument and boot and shoe factories were very busy. The Ames, Holden Company, Limited, is building a four-storey addition, 140 by 40 feet, to its plant, which will be ready for occupation about December 15. Business, wholesale and retail, has been fairly active. Banks reported a good month, with collections easy. There has been no change in the rates of wages or hours of labour. Relations between employers and employés have been cordial.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Harvesting being over, farmers are busy threshing. Fall wheat

was a good crop. Potatoes and other root crops were generally good. The crop of ensilage corn was a large one and there will be plenty of feed for cattle next winter. Apples were a failure in certain localities. The ground was favourable for fall ploughing, which was done on a large scale this year, indicating a larger area for cultivation next year. Dairy products sold well at very high prices.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters, plumbers and steam and gas fitters, as well as builders' labourers, had a good month. Iron moulders, iron workers and helpers, machinists, engineers, electrical workers, blacksmiths, boilermakers and horseshoers were active. Wood workers, upholsterers, varnishers, wood carvers, wagon makers, pattern makers were well employed throughout the month. Printers, pressmen and book binders were well employed. Journeymen tailors and garment workers were quiet, while boot and shoe workers had an active month. Bakers and confectioners, butchers and ice handlers were well employed. Tanners and curriers and all leather workers had a good month. Barbers, clerks, delivery employés, hotel and restaurant employés and laundry workers had an active month. Railroad employés were very busy. Teamsters and expressmen were busy. Unskilled labour was generally well employed.

ST. JOHNS AND IBERVILLE, QUE., AND DISTRICT.

Mr. A. D. Pepin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market continued about the same. The building of cement sidewalks and crossings having been completed, the men employed by the Corporation found work elsewhere. The repair and extension work on the Trenton Potteries plant is being rushed. On October 3, the taxpayers unanimously approved the request for a bonus made by the Cluett & Peabody Company, of Troy, N. Y. The Company will build a factory costing about $100,000, and will employ at the start about 400 people. Another company also wants to settle here, and its demands have been taken into consideration by the City Council. The contract for the piers of the new free bridge between St. Johns and Iberville has been given out and the work will be started without delay.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are marketing their products, for which they find a ready sale at high prices. Prices of dairy products are steadily going up. An American firm has opened an office here, buying hay and straw on a large scale, to be shipped to the Eastern States.

Railway construction.—The pier work on the new Canadian Pacific Railway bridge is almost completed and the laying of the steel superstructure has been commenced, giving employment to a large number of men.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers, plasterers, painters and decorators, plumbers and steamfitters all reported a busy month. Stonecutters and builders' labourers had an active month. Iron moulders, iron workers and helpers, coremakers, machinists and engineers were well employed. Electrical workers, and linemen had a fair month. Shipbuilders, shipwrights and calkers were rather quiet. Tinsmiths, tool sharpeners, horseshoers and jewellers were fairly active. Wood workers, upholsterers, varnishers and polishers, wood carvers, carriage and wagon makers, pattern makers and gilders were well employed. Printers, pressmen, electrotypers and book binders were very active. Journeymen tailors, garment workers and hat and glove makers were very

active. Bakers and confectioners, butchers and meat cutters, ice cutters and handlers and tobacco workers were all well employed. Tanners and curriers, leather workers and saddlers were well employed. Barbers, clerks, stenographers, delivery employés, furriers, hotel, restaurant and theatre employés and laundry workers were busy. Railway conductors, engineers, firemen, telegraph operators, trainmen, switchmen, maintenance-of-the-road men, freight handlers, steamboat men, longshoremen, cab drivers and draymen were very active. Unskilled labour was active.

SOREL, QUE., AND DISTRICT.

Mr. J. A. Chênevert, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market continued active throughout the month for all classes of labour. Several buildings which were commenced last summer were completed during the month but the workmen employed on that work immediately found employment elsewhere.

There is plenty of work in the Government shipyards and machine shops, and men in all branches readily find permanent employment. The deepening of the channel to thirty-five feet will necessitate new dredges, tugs, lighters, etc., all of which will be built in Sorel. A number of machinists are now working nights.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have gathered their crops in good condition and the returns are as good as last year, there being more hay but potatoes being somewhat of a failure. The fruit crop is smaller, and the vegetable crop is fair, with the exception of tomatoes. Pastures were good throughout last summer and there was plenty of milk. The following is a list of local market prices:

Fresh eggs, 28–30c., per doz.
Butter, 25–26c., per lb.
Beets, 60c., per bushel.
Onions, 7–10c., per bunch.
Honey, cakes, 12–13c., per lb.
Honey, liquid, 8–9c., per lb.
Beef, hindquarter, 9–10c., per lb.
Beef, forequarter, 8–9c., per lb.
Beef, 12–14c., per lb.
Homemade cheese, 15c., per lb.
Pork, quarters, 12–12½c., per lb.
Pork, 11–13c., per lb
Poultry, 80–90c., per pair.
Turkeys, $1.25–$1.50.
Geese, 90–95c.
Salted skins, 11–12c., per lb.
Green skins, 8–10c., per lb.
Veal skins, 12–13c., per lb.
Sheepskins, 40–45c.
Black pudding, 10c., per lb.
Pork sausages, 15c., per lb.
Veal, 13–14 c., per lb.
Ham, 18–20c., per lb.
Bacon, 20–22c., per lb.
Mutton, $1.00–$1.25, per quarter.
Maple sugar, 10c., per lb.
Apples, $1.00–$1.20, per bushel.
Tallow, 7–10c., per lb.
Cabbage, 4–5c., a piece.
Beans, 10c., per quart.
Carrots, 2c., per bunch of five.
Turnips, 40c., per bushel.
Onions, 90c., per bushel.
Potatoes, 40–45c., per bushel.
Maple syrup, $1.10–$1.20, per gallon.
Ducks, 85c., per pair.

Manufacturing.—The activity of the last few months generally continued in manufacturing establishments. Orders were plentiful in most branches. Foundries and machine shops have work for more men than they can find.

Railway construction.—The Quebec, Montreal and Southern Railway Company will soon build a station in Sorel, the locality being an important point for the Company's traffic.

Navigation.—River navigation will stop in about a month and nearly two hundred vessels of all kinds will come into their winter quarters here, which means considerable work for our workingmen and manufacturers on repairs, etc.

CONDITION OF PARTICULAR TRADES.

Painters and plumbers were very busy, as well as journeymen tailors and bakers. Electrical workmen also had plenty of work. Carters and unskilled labour were very busy.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. J. F. Girard, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

October compared favourably with the preceding month, and was much

more active than the corresponding month a year ago. Permits representing $2,157,900 in value, were taken out during the month, the principal buildings erected or under way being the Maisonneuve schoolhouse, the Post Office, the Bell Telephone Building, the City Hall and the shop of the United Shoe Machinery, which creates activity among the building trades. The same may be said of the other trades, which are very busy. There is no labour trouble at the present time and no indications of any. Business, both wholesale and retail, is very active.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Factories in the Maisonneuve district are all very busy, several having increased their staffs.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, lathers and plasterers are in demand, as are plumbers and builders' labourers. The metal trades are active, and electrical workers and tin roofers are in great demand. Woodworkers are active. Printers and bookbinders are active, with pressmen in demand. All branches of the clothing trades are well employed. Bakers, butchers and cigar makers are in demand. The leather trades had a good month. Barbers are in demand; the other miscellaneous trades were active. Transportation employés were well employed in all branches. Unskilled labour is in great demand.

MONTREAL, QUE., AND DISTRICT.

Mr. G. A. Audette, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The revenue of the harbour of Montreal for September was much higher than for the corresponding month a year ago. The increase in local traffic is especially noticeable. The figures, which only amounted to $6,817 last year, show a total of $12,914. Duties paid on imports were $37,000 as against $28,000 in 1909. For the whole season up to the end of September there was a total increase of $45,949 in revenue. The number of ships entering the harbour was 571, being an increase of fifty-eight on 1909. Exports show a slight decrease, being $12,000 as against $12,500 in 1909.

The building returns for September show a large increase both in the number and value of the permits, being 506 and $993,386, as against 227 and $716,-840, respectively, in 1909. The total value of building permits taken out from January 1 to September 30 was $11,205,381, as against $5,650,412 last year, or an increase of more than $3,000,-000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The month was favourable for the sale of products.

Manufacturing.—Factories were all very active.

Railway construction.—Railway construction was less active than during the month of September.

CONDITION OF PARTICULAR TRADES.

The building, metal, woodworking, printing, clothing, food and tobacco preparation, leather, miscellaneous and transportation trades were active. Shipwrights and calkers and steamboat employés alone were quiet. Unskilled labour was active.

HULL, QUE., AND DISTRICT.

Mr. E. E. Cinq-Mars, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market were active during October. Although activity in the building trades slackened through seasonal causes, employment is satisfactory. However, there is no great improvement over the same month last year. There is the same scarcity of hands for the bush next winter. Employment agents have to go out

of this district to get their full list of shanty men. The saw mills will soon shut and at Aylmer and Buckingham. In some of the mills, the amount of production has already been reduced, to allow the employés going early in the bush. The number of mill hands going to work at the construction of the Transcontinental Railway is smaller than last year, owing to a slight advance and additional comforts given the shantymen during the winter. Common labourers are scarce. All factories are working full time, except the saw mills. There is no work for corporations and no prospect from the municipality of work this coming winter. The Watters Axe factory, which has doubled its staff since last year is running full time, as is the Matthews ham and bacon establishment. The advance in mica is not having the expected effect for labour, all mine owners and mica manufacturers having a large stock on hand. However, hundreds of boys and girls are sure of employment in this industry during the winter months. Navigation will soon close. Work is now very active hauling pulpwood to the mills. The season has been very active. Building is dull.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of October witnessed considerable change in opportunities for employment in the Ottawa district. The influx of farmers' sons and hired help from agricultural sections to the city, met satisfactorily the demand for shanty hands. Experienced lumber jacks are still scarce, but ordinary labour for the woods is now reported about adequate. Wages are from $28 to $32 per month with prospects pointing to a drop of $2 per month. McLachlin Bros. closed their two saw mills at Arnprior on October 24 and the Pembroke Lumber Company at Pembroke closed a short time before. Both concerns curtailed the season a little owing to shortage of logs. Many of the men released went to the woods. The staff of civic corporation men was reduced to 800 at the end of the month compared with 1,200 during the busiest period of the summer. A few contracts are under way on the streets which give employment to a large number of men. The city proposes to retain as large a staff as usual during the winter and will construct many sewers. The minimum wages will be $1.80 per day. The factories are all busy. The Ottawa Car Company is building a $10,000 addition to its factory. Building operations are very brisk. September permits amounted to $161,000 as compared with $172,000 last year. The bank clearings reported for September were $16,616.850, an increase of sixteen per cent. over the corresponding month of 1909. The four weeks of October showed each increases ranging from $300,000 to $500,000. Merchants found business slightly impaired by the mildness of the month but there was no evidence of a scarcity of money.

The assessment Commissioner reported an increase in the valuation of real property amounting to $8,510,980, the greatest on record. Business assessment was raised $981,229. Every property of the 40,450 assessed was increased and there are only 130 appeals lodged. The total assessment of the city is now $63,347,970. The population advanced from 83,360 to 86,106.

The plumbers who went out on strike at the Grand Trunk Hotel in September are still out. Some of the strikers' places have been filled. The delay in plumbing has not yet affected the progress of the rest of construction in which several hundred men are engaged.

The Ottawa Police Commissioners decided to grant every man on the police force one day's rest in seven and the staff of seventy-five men will be increaesd by twelve new constables to make this possible. Up to the present time there has been no definite compensation to the men for Sunday work.

The minimum salary of first class male teachers in the Ottawa public schools was raised from $950 to $1,100 in order to secure better teachers for

some vacancies that have to be filled. The lady teachers, whose maximum salaries run from $450 to $850 have applied for increases.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are busy marketing. Pork is firm at $11 and $12 wholesale; lamb, $5 per cwt., live weight; eggs (new laid) 40 cents per dozen; butter, 25 to 28 cents. The demand for meat has reduced the number of live animals to a minimum.

Lumbering.—Four of the Ottawa valley lumber mills have ceased operations for the season. The total cut in the mills is expected to be lower than last year. Good pine continues to be very much in demand and wholesale prices are $10 per M. higher than a year ago. There will be considerable box lumber and mill culls carried over the winter.

Manufacturing.—Manufacturing of paper is brisk. The mills are favoured with normal water power conditions for this time of year. The clothing factories are busy.

Railway construction.—The Ottawa Electric Railway is building eighteen new pay-as-you-enter cars.

CONDITION OF PARTICULAR TRADES.

Builders of all kinds are in demand. Stovemounters and electrical workers are busy. There is activity in horseshoeing and other branches of blacksmithing and a movement to increase rates charged the public. Carriage makers and wood workers are actively occupied. The Ottawa Car Company which employs all the woodworking trades, has orders for cars from Ottawa, Vancouver, Montreal and Quebec. Printers are very busy. The clothing trades are crowded with autumn orders and many are overdue. Butchers are very busy. Leather trade is quiet. Furriers are very busy, also delivery employés. Steamboat employés on the Rideau Canal were hindered by low water, but business is brisk on the Ottawa river. Freight handlers are busy. Unskilled labour is more plentiful than a month ago.

KINGSTON, ONT., AND DISTRICT.

Mr. William Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued active in Kingston during October. The Canadian Locomotive Works Company laid off a few men, but have since secured several large contracts. The management declares that they are short of hands, both skilled and unskilled. Manufacturing in other lines continued active. The building trade also continued actively. The corner stone of a Jewish synagogue to cost $12,000 was laid, and other important work was rushed along. The cost of new construction work amounted to $17,576. For the nine months of the year the total was $172,315. It is not likely that the total value for the year will exceed $200,000. Grain men had a busy month, and are expecting a brisk movement until the close of the season.

During the quarter ending September 30, the exports from Kingston to the United States were the largest on record, being $91,927.14, as compared with about $75,000, during the September quarter a year ago. The increases were chiefly in hay, feldspar, plumbago and fish.

Several sessions of the Royal Commission on Technical and Industrial Training were held here and created a lively interest. Representatives of capital and labour appeared before the Commission and gave important evidence.

Six of the public school teachers are petitioning the Board of Education for salary advances, as follows:—(1) The minimum salary to be $400; (2) That in 1911, the yearly increase be given on that minimum. A petition has also been sent to the Minister of Justice, Ottawa, by guards and instructors at the Dominion penitentiary asking that their salaries be increased.

There were no strkies, lockouts, changes in the rates of wages or hours of labour reported during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are busy and report crops generally up to the average. The apple crop will fall below the average, particularly in the winter varieties. Potatoes are also below the average. Oats are a good crop. Farmers are actively engaged ploughing, as recent rains facilitated the work.

Fishing was quiet.

Lumbering, manufacturing and mining were active.

CONDITION OF PARTICULAR TRADES.

All branches of the building trades continued active. Metal, engineering, shipbuilding and woodworkers were also active. Printers, tailors, bakers, butchers, leather workers, barbers, hotel, restaurant, laundry, theatre employés, and nearly all branches of transportation workers, as well as unskilled labour reported an active month.

DISTRICT NOTES.

Merrickville.—A $10,000 fire occurred in the Percival Plow and Stove Works here in the early part of the month.

Gananoque.—On the fourth of the month an elbow in a big steam pipe at the Gananoque Spring and Axle Works blew out and caused much trouble. Although the accident occurred during working hours no one was hurt.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. J. Arthur Sharpe, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The steady improvement in industrial conditions, noticeable for several months, still continues, and the outlook for the winter months is very good. There is considerable outdoor work in progress and the industrial establishments are all working full time. The Mann Lumber Company has taken out a permit for an addition, the new part will be 50 by 114 feet. The cheese box factory which was destroyed by fire will be rebuilt. The Canadian Chicle Company will erect a factory thirty-five feet by seventy feet, four storeys high. The Peterborough Mattress Company will make extensions. "Barrie's Limited," recently organized here with a capital of $100,000 will manufacture fur and fur-lined garments. At the last meeting of the City Council a by-law was passed to provide for the borrowing of $12,500 to pay for the cost of the erection and equipping of the Isolation Hospital. The Exhibition this year was a great success, showing a surplus of $2,000. The population of the city as indicated in the assessor's returns is 16,923, and the assessment, $11,439,930.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are busy with the marketing of produce, fall ploughing and threshing. Root crops were injured by the drought. Potatoes were damaged by rot.

Lumbering.—The lumber mills of the city and vicinity have been running to full capacity as a consequence of the activity in the building trades.

CONDITION OF PARTICULAR TRADES.

The building trades generally were actively employed. Iron moulders, iron workers and helpers, core makers, machinists were active and electric workers and linemen were busy. Blacksmiths, boilermakers and horseshoers were active

Woodworkers, upholsterers, varnishers and polishers were active and pattern makers were busy. The printing and allied trades were well employed during the month. Journeymen tailors and garment workers were quiet during the first half of the month but busy the latter part. Leather workers were active. Railroad men were active, freight handlers were busy. Teamsters, cab drivers and expressmen report business good. Unskilled labour was well employed.

DISTRICT NOTES.

Port Hope.—The International Tool Steel Company will locate here, expecting

to start building next month. The corner stone for the new Canadian Northern Railway station has been laid, to be finished this fall. The town will build a hospital to be started this fall; $3,000 is subscribed to start work.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Both skilled and unskilled labour were actively employed during October. The weather during the month was unusually fine and warm for the season, so that outdoor work was continued almost without interruption. The building trade showed no apparent slackening, a large number of new contracts being undertaken, and the advance as compared with previous seasons was well maintained. The number of building permits issued during September was 626, representing an approximate value of $1,332,535, as compared with 522 permits, representing $1,046,065, for September, 1909. The number of permits issued for the nine months ending September 30 was 4,744, representnig an approximate value of $14,819,508, as aganist 3,767 permits, representing a value of $13,064,877, for the corresponding nine months of 1909.

The Board of Trustees of the Toronto General Hospital have let contracts for the new buildings to the amount of $1,014,700, including the surgical wing to be erected by J. C. Eaton at a cost of $276,000; the Cawthra Mulock building and Emergency hospital, $154,000; the medical wing, $260,000; and the administration building comprising the semi-public, the eye and ear, the nose and throat and the gynæcological wards, $324,700. The work of construction is now going forward.

The Board of Education has let contracts for the Annette St. school, in Ward No. 7, at $57,693, and for McMurrich school on Ossington Avenue at $51,900.

The Bank of Toronto has awarded a contract for its new buildnig on the corner of King and Bay streets, to cost about $1,000,000 to Norcross & Company, Worcester, Mass., as local firms were not able to handle the large amount of marble which will enter into its construction. The marble will be brought from Knoxville, Tenn., and cut in Toronto by local labour.

The Toronto Electric Light Company will build a five-storey brick storehouse on the Esplanade to cost $140,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were actively engaged in fall ploughing and seeding, harvesting root crops, and making preparations for winter. The weather was very favourable for farm work. Fall wheat has sprouted luxuriantly and looked well. Pasturage was generally good and the supply of feed for winter abundant. Many of the farmers have built new barns of modern type this fall. The Farmers' Dairy Company, of Toronto, was represented at the fourth annual meeting of the National Dairy Show of Chicago, where its exhibit was awarded the gold medal for certified cream and the diploma for certified milk.

Manufacturing.—Nearly all manufacturing establishments were busy with plenty of orders. The demand for machinery and electrical equipments was very good, as the opening of the provincial hydro-electric transmission system has given an impetus to manufacturing industry in Western Ontario, and many new enterprises are being undertaken. The development of the mining districts of northern Ontario during the summer has resulted in an increased demand for mining machinery and a number of plants are being ordered which will be forwarded as soon as the winter roads are in good condition. An increased proportion of the mining machinery ordered for the Cobalt, Gowganda and Porcupine fields is now manufactured in Canada. The Canadian Fairbanks Company, Limited, has received extensive orders this season for Nissen stamp mills, manufactured by the Fairbanks-Morse Canadian Manufacturing Company. The Canada Metal Company is erecting a two-storey brick

factory on Fraser Avenue, to cost $35,000.

Railway construction.—Owing to the depression of the Grand Trunk Railway tracks west of Bathurst street a new station for the West end will be necessary, which will be erected at the Exhibition grounds, immediately west of Dufferin street. Vice-president D. D. Mann of the Canadian Northern states that the section of the new Canadian Northern Ontario road from Toronto east of Trenton will not be open for passenger traffic before June 14 next, though the Company may be able to handle freight before that date.

CONDITION OF PARTICULAR TRADES.

All the building trades were actively employed. Boiler makers, blacksmiths, moulders, machinists, structural steel workers, sheet metal workers and electricians had a long month. Brass workers, jewellers and silversmiths were active. The woodworking trades, including piano workers, were well employed. Printers, bookbinders, pressmen and stereotypers had plenty of work. Custom tailors were active, specially towards the close of the month. Garment workers, hat and cap workers, whitewear operatives and furriers were all well employed. The trades engaged in food and tobacco preparation had steady work. The bread drivers have organized a union. Leather workers were active. Hotel and restaurant employés, barbers and laundry workers were fairly well employed, but not so busy as during the summer and early fall. Clerks and salesmen were fairly active. Railway employés were busy. Street railway men, teamsters and expressmen had an active month. Sailors and longshoremen had been mostly laid off for the season. Unskilled labour was generally well employed but recent arrivals find little demand at this season.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

With the possible exception of some hotel and restaurant employés and a few builders' labourers, there were no unemployed working people in this city and district in October.

New works contracted for and commenced included the armoury for the 44th Regiment and a fire station at the south end of the city. The latter is to be finished by February.

The building trades continued to be very active and farmers reported a difficulty in getting apple-pickers. General business was good.

Power service by the Ontario Hydro-Electric Commission was inaugurated in Berlin.

The Queen Victoria Niagara Falls Park Commission received tenders for building two more sections of the Niagara boulevard, also for extensive works at Queenston Heights Park.

The city will supply electric power to the Hawes-Von Gal Hat Company during daylight hours at $8 per horsepower per annum, and water at 6 cents per thousand gallons.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Weather conditions have favoured farm work. Though the apple crop is light, a scarcity of pickers was reported. Grape cutting was finished. Corn and some root crops remain to be handled. Threshing was about finished.

Manufacturing.—It may fairly be said that all factories were busy in October. Concerns reporting this condition included the Ramapo iron works, Niagara Falls Machine & Foundry Company, Cyanamid Fertilizer Works, Shredded Wheat Company and Spirella Corset Company. Among those reported very busy were the McGlashan-Clarke and International Silver Company (cutlery), the Niagara Paper Box Company, Niagara Neckwear Company, Niagara Falls Can Company and Dominion Suspender Company. There was a demand for female factory hands. Planing mills were very busy.

Other industries.—The Ontario Power Company continued to employ a large number of labourers and a considerable force of skilled mechanics in the extension of its power-house.

CONDITION OF PARTICULAR TRADES.

The building trades were all active. A number of new buildings were started and the outlook for this class of labour was good. Winter weather will cause some cessation of out-of-door work. Stonecutters were, as has been the case for some time, very quiet. Builders' labourers were not very busy.

In the metal-working and allied trades conditions continued most favourable. Electrical workers were active. Printers were generally active. Journeymen tailors were active. In canning factories the rush season was over. A considerable number of foreigners, largely women, employed in fruit handling and canning during the busy season returned to Buffalo and other places where they live. Barbers, office and salespeople were fairly active, hotel and restaurant employés quiet, laundry workers in demand. Railway employment on steam lines was good,—on electric lines quieter. Trackmen were active. Steamboats on the lakes and Niagara river engaged in the passenger and fruit carrying had practically closed their season. Teamsters were very busy. Unskilled labour was well employed.

DISTRICT NOTES.

Chippawa.—The Norton Emery Wheel factory will be enlarged.

Niagara-on-the-Lake.—A by-law for waterworks improvements was carried.

Port Colborne.—The roof was on the new Hedley-Shaw mill and machinery was being installed. Marine drills and dredges were lying-up for the winter. Grain traffic down the Welland canal was heavy and the elevator was very busy.

Welland.—The townships of Crowland and Humberstone carried seven by-laws to provide fixed assessments, railway privileges and permanent roads for industrial concerns about to locate on the outskirts of Welland. The Billings-Spencer works was running night and day and will be enlarged. The United Motors Company will manufacture airships. Tenders were invited for waterworks extensions.

Fort Erie.—The season was closed at Crystal Beach and other resorts on Lake Erie. The large number of persons employed in hotels, restaurants and places of amusement have left, and steamboat services have been discontinued.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

October proved another good month for labour. The market was active to busy, with supply and demand well balanced. The building trades continued active with sufficient on hand till the closing in of severe weather. Civic improvement work continued to be a feature of the month's employment. Including street pavements, sidewalks, curbing and sewer work, fifteen miles have been constructed during the season to date. Contracts were awarded during the month for the pavement of several streets which will be done next season, as work in hand will give sufficient employment till the close of the present season.

Canning factories are running full time and some overtime, with a demand for more labour.

The Monarch Knitting factory, less than a year located in the city, are employing about 150 hands and are seeking more labour. They will build a branch factory elsewhere in the Province to secure the additional help which cannot be had here.

Business, wholesale and retail, was good.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The fruit growers were still busy with the late fruits, shipments of which were heavy.

Manufacturing.—All mills and factories were running full time, in a few cases there was a demand for labour.

CONDITION OF PARTICULAR TRADES.

The allied building trades were active to busy, with sufficient work in hand for

the season. The metal and engineering trades were all active. Woodworkers, upholsterers, varnishers and polishers, carriage and wagon makers, and coopers were active. The printing and allied trades had a good month's employment. Journeymen tailors, boot and shoe workers were busy. Bakers and confectioners, butchers and meat cutters were busy. Ice cutters and drivers, cigar makers and tobacco workers were active. Tanners and curriers, leather workers, saddlers, trunk and bag makers were active. Barbers, clerks, stenographers, delivery employés, furriers, hotel and restaurant employés and laundry workers were active. All branches of transportation were active to busy, with trade good. Unskilled labour was well employed.

DISTRICT NOTES.

Thorold.—Labour generally was well employed for the month. The Colonial Wood-Product Company, a new concern, is erecting an additional building, 45 x 75 feet, in which new machinery will shortly be installed.

Merritton.—All mills and factories were running full time, and all branches of labour were well employed. The wiring installation for the multiple variable speed electric drive for the paper-making machine in the new Lybster Mill, owned by the Lincoln Paper Company, Merritton, has just been completed, and is one of the finest pieces of electrical work in Canada. This is the third mill in the world with the electric drive, the other two being at Lyons Falls, N.Y.

Port Dalhousie.—Favourable conditions prevailed in the labour market.

HAMILTON, ONT., AND DISTRICT.

Mr. P. Obermeyer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Industrial establishments have all been running steadily and have employed all the available labour. There were practically no skilled workers unemployed, and places could have been found for more men in several factories. The building trades had a good month; in fact, the supply of labour was not sufficient to meet demands. Contractors for the buildings of the Oliver Chilled Plow Works were not able to get the structures ready for occupation for this season, and orders for 400 carloads of plows for the Argentine Republic had to be transferred to the Company's works at South Bend, Indiana. Extensions to factories and buildings for new industries continued to be a feature of the building situation, and these will provide work for builders for many more months.

The total value of building permits for the month of October, 1910, was $317,330, compared with $247,350 for October, 1909, an increase of $69,980 over October, 1909. Bank clearings for the month were $9,285,377, compared with $8,016,968 in October, 1909. The total assessment for 1911 is $47,712,961; last assessment, $42,280,923. The population, as returned by assessors, is 73,538, an increase of 3,230.

There were no labour disturbances during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There is a scarcity of good apples and potatoes. Cauliflower and cabbage were plentiful and cheap. Wholesale quotations for dressed hogs declined about $1.50 per cwt., during the month, but the retail price remained the same.

Railway construction. — Among the applications for railway extensions that will be made to the Parliament at Ottawa during the coming session is one of the Southern Ontario Pacific, a subsidiary company of the Canadian Pacific Railway Company, for authority to construct a line from Guelph Junction to Hamilton, and the belief is that work will be begun on this line either during the coming winter or early in the spring.

Manufacturing.—Among the new industries locating in Hamilton is the Acme Motor, Carriage and Machinery Company. This is a merger of the Baynes Carriage Company, of this city, the American Road Machinery Company,

of Goderich, and a group of automobile makers of Detroit, Mich. Automobiles will be built in this city, and the Goderich works will turn out carriages. About 150 men will be employed here. The Diamond Glass Company will build a $100,000 plant in the east end. Bottles, fruit jars and canners packages will be manufactured by automatic machinery. The Belleville Cider and Vinegar Works is looking for a site for a factory. The Canada Steel Company has started work on its plant, with a $10,000 building. The works, when completed, will cost $400,000. The International Harvester Company is building an addition to its woodworking department, 100 x 100 feet and is also adding another warehouse at a cost of $60,000. The Garlock Packing Company has purchased the factory formerly occupied by the Ontario Tack Company. The Hamilton Mirror Plate Company is enlarging its factory. Wagstaffe, Limited, fruit preservers, is adding a $30,000 structure to its works. The Standard Sanitary Manufacturing Company, of Toronto, has purchased a $15,000 site in this city, on which it will erect a handsome building. Burrow, Stewart & Milne, iron founders, have purchased a site in Winnipeg, on which a warehouse will be erected. The Company intends opening a branch in Winnipeg instead of doing its business through agents, as formerly. The land cost $17,500, and the building to be erected will cost about $25,000. The Gurney Scale Works is also adding a new building to its equipment.

CONDITION OF PARTICULAR TRADES.

The workers in all lines of industry were kept busy during the whole of the month. Skilled workers in wood, iron and steel were in demand by some of the new industries whose plants are nearing completion, and carpenters, plasterers and labourers were also being advertised for. Garment workers were particularly busy. Ten foreign workers in the clothing trade, who came to the city under conditions contrary to the immigration laws, have been deported, and the sub-contractor responsible for their appearance, was fined $600. Further prosecutions against others alleged to be implicated in the matter have been commenced. Teachers in the Collegiate Institute have asked the Board of Education for increases in salary, but the Board so far has declined to accede to any change. The maximum salary paid to Collegiate teachers in Toronto is $400 more than is paid in Hamilton, and in face of this it is almost impossible to hold local teachers when they get an offer to go to that city. The maximum salary in this city is $1,600, and the minimum, $1,200.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour in all branches was well employed during the month, which compared favourably with September, and was better than the corresponding month of last year. The building trades were very busy, factory extensions, stores and private residences have taxed the number engaged in these trades to the utmost; in some cases, there has been a demand for more men. The iron trades were also very busy, the fall trade being exceptionally good. A company which will manufacture brass beds is erecting a large factory on Elgin street. The main building will be 310 x 73 feet, two storeys high, and another building 60 feet square; between 75 and 100 men will be employed. Local plasterers were granted an increase in wages on the seventeenth, of 5 cents per hour. The rate per hour is now 40 cents. About twelve men were affected. The Royal Commission on Technical Education visited Brantford on the eleventh. At the evening session considerable evidence was submitted.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy, and weather exceptionally favourable. The root crop, particularly potatoes, is very heavy.

Manufacturing.—All lines were busy.

Railway construction.—The street rail-

way Company is extending its tracks to the factory district of Holmedale, which will be used for carrying freight, as well as passengers.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners lathers, plasterers, painters and decorators, plumbers, gas and steam fitters were very busy. Iron moulders, coremakers, machinists and engineers, electrical workers, linemen, metal polishers, buffers and platers, stove mounters, blacksmiths, boilermakers and sheet metal workers were very busy. Horse shoers were active. Woodworkers, carriage and wagon makers, pattern makers and coopers were very busy. The printing and allied trades, tailors and tailoresses and shoe workers, bakers and confectioners were busy. Cigar makers and tobacco workers, leather workers and saddlers were active. Barbers, clerks, delivery employés, hotel and restaurant workers were steadily employed. Laundry workers were busy. Railway trackmen were active. Freight handlers were busy. Street railway employés were fully employed. Teamsters and draymen were busy. Cab men and carters were active. Unskilled labour was in demand.

DISTRICT NOTES.

Paris.—There was no lack of work. The factories and mills were busy.

GUELPH, ONT., AND DISTRICT.

Mr. Wm. Drever, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during October was active in all lines. All engaged in the building trades had a good month, with good prospects ahead as long as weather permits. The Canadian Pacific Railway Company has let tenders for the new passenger station, and work has been commenced thereon. The Grand Trunk Railway Company had a large gang of men employed on the new switch at the Diamond. The yarding has been extended about half a mile. This will greatly increase the facilities for freight traffic.

In manufacturing there were very few idle men, and prospects are good for a steady winter's work. The Guelph Textile and Weaving Company has moved into its new factory, and will employ some additional men. The Rowen, Ogg Shoe Company is putting in new machines, and expects to be running in a month's time. Tolton Brothers have built a large addition to their box factory, to be used as a storehouse. The space now used as a storehouse will be used to meet their increasing trade. Wholesale and retail merchants report a fair month. The Brussels carpet weavers strike is still unsettled.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have had a very busy month; fall ploughing, threshing and harvesting root crops. They report root crops exceptionally good.

CONDITION OF PARTICULAR TRADES.

Bricklayers, carpenters, lathers and plasterers had a good month; also painters, plumbers, steam fitters and builders' labourers. Machinists, coremakers, iron moulders and iron tube-mill workers were actively employed. Electrical workers and linemen were very active. Stove mounters, horse shoers and blacksmiths were busy. Piano makers, carriage makers and pattern makers had a fair month. Printers and allied trades were busy. Journeymen tailors fairly active. Garment workers were busy, and textile workers were well employed. Carters, teamsters and expressmen had a good month. Unskilled labour was well employed, with supply and demand about equal.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of October was an exceedingly busy one, all classes of labour being

fully employed, with an increased demand for skilled and unskilled help. Good progress was made on new buildings, especially on industrial establishments and public buildings. The Batz Brothers factory, which was destroyed by fire, will be rebuilt in Berlin, and excavations for the new establishment have commenced. Commercial activity and bank clearings were reported favourable. Business, both wholesale and retail, was satisfactory. There were no changes in rates of wages or hours of labour, beyond overtime. According to the assessment return, the population of Berlin is now 14,600, an increase of 936 inhabitants. The assessed value of real estate is $6,764,551.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy during the month harvesting the root crop, which is very good, delivering sugar beets to the factories, fall ploughing and apple picking. This last crop is a light one, and the prices per barrel, high, from $2.75 to $3 per barrel for winter varieties. Market prices of commodities were:—

Butter, 25–26c., per lb.
Eggs, 27–30c., per dozen.
Chickens, 30–55c., each.
Ducks, 60–70c., each.
Geese, $1.25 –$1.35, each.
Potatoes, 70c., per bag.
Apples, $2.00–$3.00, per bbl.
Pears, 40c., per basket.
Farmers' cheese, 15c., per lb.
Limburger cheese, 20c., per lb.
Apple butter with crock, 30c., per lb.
Small vegetables, 5c., per bunch.
Honey, 12½c., per lb.
Grapes, 20c., per basket.
Sheet cream, 10c., per qt.
Fish (herrings) 10 c., per lb.

Lumbering.—Activity prevailed.

Manufacturing.—On the whole, very busy conditions were reported, some of the factories working overtime.

Railway construction.—Work was progressing rapidly on the Peoples' Railway, the abutments for the bridge over the Grand river are being built.

CONDITION OF PARTICULAR TRADES.

The building, metal and woodworking trades were active, as were also the printing trades. The clothing trades reported a busy month. Active conditions prevailed in the food and tobacco preparation, leather, miscellaneous and transport trades. Unskilled labour was very busy.

WOODSTOCK, ONT., AND DISTRICT.

Mr. J. Markey, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been very little change in industrial and labour conditions here since last report. The favourable conditions continue, and the outlook was never brighter. Practically all the factories are working full time, many of them overtime. The report from the Canada Furniture Manufacturers is that they were never so busy before. They have been working overtime with a full staff, something very unusual. The Karn-Morris Piano & Organ Company reports a business increase of $35,000 for the first three months of the financial year beginning in June, as compared with the same period a year ago. The Thomas Organ Company also reports conditions to be very satisfactory. The two wagon factories are very busy, and the same applies to practically all the factories in town. Indeed, it is many a year since there was so much encouragement and so little complaint.

There is still some demand for extra labour, both skilled and unskilled. At the Stewart Stove Works there is room for a few skilled men—pattern makers, nickel-platers and polishers—as well as for some unskilled labour. The Karn-Morris Company would give employment to a few cabinet makers, and there is a demand for unskilled labour at the wagon factories.

CONDITION OF PARTICULAR TRADES.

The building trades are steadily occupied. Painters, paper-hangers and decorators are busy. Iron moulders are busy. Woodworkers are busy, both in the building trade and in factory work. Upholsterers, wood-carvers, carriage and wagon makers are all busy. Printers a e

fairly busy; but there is no demand for men. The clothing trades continue good, and employment is steady. The food and tobacco industries are steady. Tanners and leather workers report business good. There is some slight demand for extra unskilled labour.

STRATFORD, ONT., AND DISTRICT.

Mr. Joseph T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market has been very active during October, showing considerable advance over the corresponding month of last year. Outside work of all kinds, especially in the building trades, was brisk. Large gangs of men are engaged in erecting posts and stringing wires preparing for Niagara power. The city Assessor finds an increase this year in the value of real estate of $330,450. The population of the city is estimated at 14,848, an increase of sixty-nine persons over last year.

Wholesale and retail business houses did a good trade. No change in rates of wages or hours of labour, and no trouble in the labour market, were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are busy ploughing. The markets have been well attended during the month, and good prices prevail. Potatoes are a very good crop.

Manufacturing establishments were very busy, with plenty of orders ahead.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers and plasterers were busy. Painters, paper-hangers, plumbers and builders' labourers were active. Iron moulders, workers, machinists and linemen were busy. Blacksmiths, boilermakers and jewellers did a good trade. Woodworkers, upholsterers and carriage and wagon makers were active. Coopers and stave factory workers are doing a good business. Printers were busy. Bookbinders did a good trade. Journeymen tailors and garment workers were very busy, and boot and shoe repairers were active. Bakers, confectioners and butchers were active. Cigar makers were steadily employed. Harness makers were busy. Barbers, clerks, and delivery employés, hotel, restaurant and laundry workers were busy. Railway conductors, engineers, firemen, trainmen, switchmen and freight handlers were active. Cab drivers, draymen and teamsters were busy. Unskilled labour was equal to the demand.

DISTRICT NOTES.

St. Mary's.—The Horse Shoe Quarry has received an order from New York for 90,000 tons of stone, to be supplied next spring.

Goderich.—Good progress is being made in the erection of the two new cement elevators at the harbour. They will be ready for work this month. Each of the new elevators will have a capacity of half a million bushels, which will double the grain storing capacity of this port.

LONDON, ONT., AND DISTRICT.

Mr. A. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

This month was similar to the previous one as regards labour conditions, and workers were generally all engaged. On the railways business was very brisk; and in the factories and foundries conditions were exceptionally active. In a number of cases, overtime is being worked, as in McClary's tin department, Perrin's biscuit and candy factory, McCormick's biscuit and candy factory, Somerville's paper-box factory, and others. The outdoor trades alone do not show up well, and prospects are poor. Wholesale and retail trade shows a general improvement.

A fire which destroyed a livery stable, with the loss of one employé and a number of horses, was also the cause of an adjoining cigar factory being flooded with water, destroying the stock, and occasioning the loss of about two week's work for sixty employés.

The Technical Commission appointed by the Dominion Government, sat in this city on October 17 and 18, and a number of business men and representatives of the Trades and Labour Council and Board of Trade gave evidence before them, on the need for such education for boys of from fourteen to sixteen years of age.

In the business section of the city the Insulated Wire Company, of New York, is laying conduits with electric wires to connect with stores, and for street lighting by Niagara power, which is expected here about December 1. The street railway Company is also relaying rails, and in the spring the streets are to be recoated with asphalt.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The potato crop in this district is exceptionally heavy, and prices much lower than last year, single bags selling for 60 cents, while by the load they can be bought for 50 cents. Winter apples are very scarce, and householders will be unable to get a supply.

CONDITION OF PARTICULAR TRADES.

In the building trades there is very little work. Moulders and iron workers are very busy. Machinists are busy. Electrical workers are exceptionally busy. Metal polishers, brass workers, stove mounters, boilermakers and sheet metal workers are busy, as are carriage and wagon workers. Car builders are only working five days a week, but coopers are very active. In the printing and allied trades all branches report trade very good. Journeymen tailors are very busy. Garment workers and boot and shoe workers are busy. The two large biscuit and candy factories are working overtime. Cigar makers are busy, and tanners and curriers are exceptionally busy. Paper-box makers are working overtime three nights a week. Railway train crews state that this has been an extra busy month. Unskilled labour has had a fair month, but prospects are not over favourable.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During the month of October there was a decided revival of activity in the building trades. A considerable number of building permits were issued and many exchanges made in property. The weather conditions made possible general activity in all branches, and with continuance of favourable weather, outside work will be continued until the winter months.

St. Thomas ratepayers will be asked in the near future to vote on a by-law permitting the city to lend $30,000 to the Monarch Knitting Company for a period of five years. This Company has branches in St. Catharines, Dunnville and New York. Employment will be given to at least 200 hands at the opening of the factory, and the Company demands a guarantee that that number will be procurable when business is commenced, this number to be increased as business develops. The highest wages will be paid. Women workers will be in special demand, and steady employment will be given.

The Nursery Shoe Company is fast getting the factory in first-class condition and already the city population has shown an increase as a result of the location of the factory in this city.

The various industries, including the railway shops, have been busy during the month, and the prospects for an active winter are bright. The recent increase in railroaders' salaries has increased the spending power of that class of citizens, and the result is shared by all business concerns.

The Trades and Labour Council, the Industrial Committee and the City Councillors are working together in advertising St. Thomas to outsiders, and are in touch with a number of prospective industries who are desirous of locating in a live, up-to-date city.

Unskilled labour is well employed. There is a steady demand for skilled

mechanics, especially machinists familiar with railway shop work. There is no friction in the labour market between employer and employé.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Local industries have been very busy during the month of October. Railway shopmen were well employed, with the demand for skilled labour greater than the supply.

Agriculture.—Root crops in this district were very satisfactory. Farmers are at present engaged in threshing crops, and in doing such work as the open weather will permit. Markets have been well attended by buyers and sellers.

CONDITION OF PARTICULAR TRADES.

The open weather and the absence of cold have been favourable to bricklayers, masons, plasterers and mechanics doing outside work or inside open work. As a result, mechanics engaged in this capacity have been fairly well employed. Railway-shop machinists, blacksmiths and boilermakers report an active month. Other shop employés were well employed. Printers were well employed. Journeymen tailors were busy. Conditions on the railways entering the city have been very favourable to those employed in the traffic service. The demand for and supply of unskilled labour has been about equal.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour during October has been in greater demand than in the preceding month. The building trade has been brisk with a constant demand for skilled mechanics, particularly for factory hands and machinists. Planing mills were working overtime the latter part of the month, and carriage and wagon factories were crowded with orders. The Merritt Bent-Goods mill has had a very successful month and was enabled to employ a large number of hands at high wages.

The Swift Motor Car Company reported the month fully better than the preceding one. The city still has a large amount of paving on hand and will furnish employment for a large number of men of the unskilled class late into the fall. No strikes or lockouts were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been very busy, owing to the continued fine weather and have succeeded in harvesting their corn crop and are now harvesting their sugar beets. They have experienced considerable difficulty in securing labourers to go to the country.

Railway construction.—The C. W. & L.E. Electric R. R. has its branch line to Pain Court completed and is running cars over the road.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons reported very little new work. Carpenters and joiners, lathers and plasterers were busy. Painting and paperhanging were active. Pluming was very active and builders' labourers were well employed. Machinists and engineers, electrical workers, line men were busy. Metal polishers, buffers, platers and brass workers were very busy. Blacksmiths, boiler makers and sheet metal workers had a good month. Wood workers, upholsterers, carriage and wagon makers were crowded with orders. Printers, pressmen and bookbinders were exceedingly busy. Journeymen tailors, garment workers and boot and shoe workers had a splendid month's work. Bakers and confectioners, butchers and meat cutters were busy. Cigar makers and tobacco workers were fairly well employed. Barbers, clerks, hotel, restaurant and theatre employés were active and laundry workers busy. Carters and draymen, teamsters and expressmen were busy. Unskilled labour was well employed.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Activity prevailed during the month, especially in the building trades. Thirty permits for residences were issued in September, being the greatest number in that month in the history of the city. Notwithstanding the fact that buildings have been rapidly erected, a house famine exists in Windsor, and vacant houses were not to be found. Real estate has increased from ten to twenty-five per cent. during the past three months. The Windsor Laundry and Overall Company has started operations on its large new plant and gives employment to 100 hands. The Postum Cereal Food Company's plant has been completed and employs 100 hands. The Penberthy Injector Company is building a $20,000 addition to its works. The Michigan Central Railway now uses the tunnel both for passenger and freight traffic and has tied up its transfer boats, which it is offering for sale. Wholesale and retail merchants reported trade brisk.

CONDITION OF PARTICULAR TRADES.

The building trades were active, there being a demand for men in nearly all branches. The metal trades were also active and reported good prospects. Woodworkers were busy, as were also the printing trades and journeymen tailors. Garment workers were in demand. Food and tobacco preparation employés were fully employed. The leather trades had a good month. Barbers had a fair month while clerks, delivery employés, hotel and laundry workers were in demand. The transport trades were fully employed as also was unskilled labour.

DISTRICT NOTES.

Sandwich.—A slight labour disturbance occurred at the salt works, regarding the nature of a part of the work and forty workers quit work, but after the Company had explained matters they returned to their employment, having been out for only one hour.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

October was a good month in nearly all branches of labour, there being a shortage in the building trades. Plans were nearly completed for the reopening of the Sault Ste. Marie Pulp and Paper Company's sulphide mill, which has been closed for some years. Ship canal employés have received an increase in salary. The Algoma Steel Company's blast furnaces had the largest output since it began operations. Work on the Government dock extension has ceased for the season.

CONDITION OF LOCAL INDUSTRIES.

Normal conditions were reported in agriculture, fishing and mining. Lumbering was brisk.

Manufacturing.—The Algoma Steel Company's new rolling mill for structural shapes and merchant bar is nearly ready for operation. Work on the various new plants for the Lake Superior Corporation is progressing as rapidly as possible.

CONDITION OF PARTICULAR TRADES.

The building trades were very busy and the other skilled trades active.

PORT ARTHUR AND FORT WILLIAM AND DISTRICT.

Mr. F. Urry, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been work for all in every branch of trade and general labourers have been in greater demand that could be always supplied.

The building trades and city improvement work has continued, many of the buildings being pushed ahead as fast as possible to roof them in before winter.

Commercial activity has been greater than last month, but the docks have not been very busy.

The wholesale and retail trade report steady business for the month.

There has been no changes in wages or hours of labour, except in the wages of street car employés, who, for months have been asking for better conditions and have met the Joint Commission Board of the two cities. A slight raise in wages was granted at the meeting of the Commission on Wednesday, October 26th.

The men on strike in connection with the Canadian Northern Railway carmen resumed work this month.

The teamsters of Port Arthur waited on the City Council on October 17, asking to make a fair wage clause of 60 cents an hour for man, team, and wagon, instead of 50 cents as at present. The petition was referred to the Board of Control.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Men are assembling for the lumber camps. Lumbermen are reporting a dearth of men on account of so many going West on railway construction work, wages offered by lumbermen for lumber and tie camps are $35 to $40 per month.

Railway construction.—Railway construction gangs have been largely recruited from these cities and the demand for men is still brisk.

Other industries.—City improvement work, the work on construction of the dry docks, Port Arthur, construction work of Grand Trunk Pacific Railway Company at Fort William has called for numbers of labourers.

Street improvements in Port Arthur and Fort William this year have employed thousands of workmen, sheet asphalt and asphalt blocks have been largely used as street pavements and the main street of both cities now present a clean and business-like appearance.

The street railway system, which is owned jointly by the municipalities and governed by a joint Board of Commissioners has been extended in both cities, and this has given work to numbers of men.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, stonecutters and carpenters, lathers and plasterers have all been fully occupied during the month, as also have the plumbers, painters and general labourers. In fact, every trade in connection with building has been working full time. Electrical workers, linemen and sheet metal workers have all been busy. Local blacksmiths have had a full month's work. The printing and allied trades have been busy during October; the clothing trade has been steady, but there is not much work for journeymen tailors and garment workers. Bakers, confectioners, butchers and meat dealers have had a steady month, also clerks, stenographers, delivery employés, teamsters and expressmen. The freight handlers had not been busy, as freight traffic has not been heavy. The work at the coal docks has been brisk and heavy shipping orders have been sent west during the latter part of the month. There has been a heavy shipment of grain from the elevations to eastern ports, and all elevators report a busy month, especially the last two weeks.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

As compared with September there has been no material change in labour conditions. The weather has remained open and favourable for outdoor occupations. Business generally has been satisfactory and in volume greater than in the previous year.

Bank clearings for the month show a gain of 6.6 per cent. over those a year ago; for the ten months of the present calendar year the gain is 29.8 per cent. The actual clearings for October amounted to $104,341,220 and the total for the year to date to $725,554,893.

Bankers report that payments are being well met here and that a large amount of money is in circulation. Some of the banks are taking advantage of the provisions in the Bank Act to issue emergency circulation. The cause of this is not the requirements of grain moving wholly but the heavy movement in cattle which has continued steady throughout the present month.

At the beginning of the month a strike of the employés of the Winnipeg Electric Street Railway Company was threatened and would have occurred if orders from the international office of the street car men's organization had not arrived forbidding the strike. The cause of the trouble was the dismissal of certain men for breaking rules. The men charge discrimination on the part of the management and impute to the Company a desire to remove from their employment certain officials of the men's union. The matter is being submitted to arbitration in accordance with the conditions of the Industrial Disputes Investigation Act.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The crop is coming to market more actively at the end of October than at any prevoius period of the present crop moving period. Up to the present time the amount of wheat that has passed inspection is approximately 30,000,000 bushels or about 5,000,000 bushels less than last year at the end of October. So far the season has been excellent for fall ploughing, although in the clay districts more rain would have been of assistance.

Railway construction.—The only difficulty the contractors have had to contend with is the scarcity of suitable men. The weather has been excellent and rapid progress has been made on the lines under construction.

Lumbering.—There is already a keen lookout for good men for the lumber camps this winter. At Prince Albert there is employment in prospect for fully 3,000 men, according to a report made by the Secretary of the Board of Trade at that point.

CONDITION OF PARTICULAR TRADES.

October is the first month in the present year that the building permits have fallen behind the record of last year. The statistics compiled at the building inspectors' office show the following:—

	Permits.	Bldgs.	Cost.
October, 1909	215	255	$ 531,850.00
October, 1910	270	310	530,150.00
Ten months, 1909	2,327	2,742	8,901,600.00
Ten months, 1910	3,069	3,653	13,662,950.00

All classes of workmen have been in request and the demand for these at outside points has also made itself felt in Winnipeg.

DISTRICT NOTES.

A plan for the assisting of British workmen to bring to Canada their wives and families has been put into operation in Winnipeg. A fund has been raised upon the guarantee of business men; out of this, men who have proved themselves worthy in the employ of citizens will be given advances with which to bring their families here. A large number of workmen were found in the city who had been able to reach Canada, but, in order to get enough money to bring out their wives and possibly in many cases four or five of a family involved an amount that would take some years to save. As it would be an advantage to the workmen and also to the country generally there was a very ready response to the proposal on the part of citizens. A very considerable sum has been guaranteed. The first family brought out under its auspices arrived on Thanksgiving day.

Navigation on the Red river closed on October 31; 181 commercial vessels were passed through the locks at St. Andrews and 391 pleasure crafts. This is the first season the locks have been in operation.

BRANDON, MAN., AND DISTRICT.

Mr. E. Fulcher, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally, has been well employed during October. This is particularly true of the building trades; every available man being pressed into service. The exteriors of many of the large buildings have been completed, but work on the interiors will be continued for a long time. The concrete work of the basement for the new Canadian Northern Railway hotel and station is almost completed; it is expected to have the station part finished this year. A central heating plant has been installed and it is now possible to have houses and business blocks heated from mains running under the principal streets. The plant has already been tested by the few cold days and has proved a success.

The Hanbury Manufacturing Company has just closed its saw mill for the season. Some 5,000,000 feet of lumber have been cut this season, making a record for the firm.

The labour market was free from unrest.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Threshing is practically over, and the majority of the farmers have found the crops better than anticipated.

CONDITION OF PARTICULAR TRADES.

Bricklayers were busy and carpenters and joiners, lathers and plasterers very busy. Painters, plumbers, steamfitters and builders' labourers had a good month. Iron workers and machinists were busy.

SASKATOON, SASK., AND DISTRICT.

Mr. A. B. Jones, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The conditions of the labour market was exceedingly active, especially among the building trades. October as a rule is the busiest month in the year, every effort being put forward by builders to push exterior work to completion before the winter. The new Sand Lime Brick Company has completed its plant and is turning out brick in sufficient quantities to supply the demand. The Saskatoon Milling Company was busy installing the machinery in its new 300 barrel mill, and expects to commence grinding early in November. Exceptional activity has been shown in bricklaying, lathing, plastering, and the cigar making trades. Transportation by rail has been very brisk owing to the heavy shipments of wheat and large consignments of building material. Wholesale and retail trade was very brisk, as evidenced by the number of new wholesale houses being built and additions made to retail stores. Bricklayers, plasterers and building labourers have had a slight increase in wages. Work on the Saskatchewan university building is progressing very favourably. The only drawback being non-delivery of material, which is usual at this time of the year, owing to the congested state of traffic.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather having been ideal for the threshing, and preparing the land for next season's crop, great activity has been shown in the agricultural industry. In the immediate vicinity of Saskatoon the yield has been much better than was expected earlier in the season and has been less expensive to the farmers to harvest, owing to the short straw. The grade is extra good and prices fair. On the whole the farmers will experience a fairly favourable season, the principal drawback being a scarcity of hay.

CONDITION OF PARTICULAR TRADES.

The building trades have been fairly well employed during the month. Bricklayers, plasterers and builders' labourers have had an extra good month, while carpenters, painters, decorators and paper hangers, plumbers, gas and steamfitters and stone cutters have had a fairly good month. Linemen, blacksmiths and sheet

metal workers have been very busy; while engineers and electrical workers have been fairly well employed. Printers and pressmen have had a good month. Journeymen tailors have been very active. Bakers, butchers and cigar makers have also been very busy. Leather workers and saddlers had a good month. Barbers, clerks, delivery employés, hotel and restaurant employés and laundry workers have been active. All railway employés, carters, draymen and teamsters have been busy.

REGINA, SASK., AND DISTRICT.

Mr. W. B. McNeil, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour throughout the past month, in all branches was well employed; if there was anyone idle it was not on account of his being unable to procure employment.

The demand for labour was general, having slightly improved over the preceding month; and was considerably more favourable than during the corresponding period of last year.

The present conditions warrant fair opportunities for employment, especially in the painting and paperhanging trade where it is apparent, the supply is not equal to the demand.

The new freight sheds are now occupied.

The Regina Clearing House has finished its first year and from now on the returns will be watched with increased interest, for it will be possible to compare the figures each week with those for the corresponding week of last year. When the question of a clearing house was first discussed by the local bankers, it was felt by some of them that the volume of business was not large enough to warrant the establishment of such an institution, but the results have proved that it was a wise move.

The year's clearings were as follows:—

Total clearings for year ending Sept. 1910	$47,700,672
Average monthly clearings	3,975,056
Average weekly clearings	917,321
Average daily clearings	157,428

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Threshing has been in progress and in a few weeks more, operations will have ceased.

Manufacturing.—The automobile business is on the increase, as evidenced by a new company having been formed and the contract let for building a garage of large dimensions.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were rather active, occasionally the demand being greater than the supply. The same applying to carpenters, joiners and plasterers. Painters and paperhangers had a very good month and from present indications, conditions will remain for a considerable time to come, the supply being unequal to the demand. Plumbers and steamfitters were busy, also stone cutters and builders' labourers, the latter being in demand. Electrical workers were busy. Bicycle workers were quiet. Printers and the associated trades were very active. Journeymen tailors were busy, as were garment workers. Confectioners had a good month. Bakers were in demand. Butchers were active but cigar makers were quiet. Barbers were active and in demand. The supply for clerks, stenographers and delivery employés meeting all demands. Hotel employés were active, as also were the laundry workers; freight handlers were busy and in demand. Teamsters had a good month. There is a continued demand for unskilled labour.

MOOSE JAW, SASK., AND DISTRICT.

Mr. T. Backus, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during the month has been very active—better comparatively, than the corresponding period of last year. All branches of the building trades were working at high pressure, and labour in every department was in good demand. So far the weather

has been favourable for building operation, and judging by the very large number of residential foundations being erected in all sections of the city, contractors are preparing for considerable winter work.

On the whole, it may be stated that the early promises of great activity in the building trade this year have been amply fulfilled, and when the complete figures are available, 1910 should prove to be the most active building year in the history of this city. Business generally has been excellent during the past month, both wholesale and retail houses reporting brisk trade. Money seems to be plentiful as evidenced by the great activity in real estate. On every hand are gratifying evidences of prosperity.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been busy with fall ploughing, for which the weather has been favourable. On every hand threshing reports indicate better crops in this district than were expected, and the district as a whole comes out with a very good average. While here and there, especially in the newer settlements, one hears of poor crops, on the other hand many cases are reported of very high yields, the latter, of course, being on the heavier and well cultivated land. In this respect the results of the last season may have taught many careless farmers a beneficial lesson.

CONDITION OF PARTICULAR TRADES.

Bricklayers, carpenters, plasterers, lathers, painters and decorators have all been very active, also electrician linemen, and unskilled labour. Transportation employés, such as railroad conductors, engineers, firemen, trainmen, switchmen, trackmen, freight handlers, etc., have all been well employed. Printers, pressmen and allied workers were busy; also blacksmiths, boilermakers, moulders and iron workers. Barbers, laundry workers, clerks, stenographers, hotel, restaurant employés, draymen, teamsters were all active and there were comparatively few unemployed in the city.

CALGARY, ALTA., AND DISTRICT.

Mr. George Howell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions in and around Calgary for the past month have been exceptionally active, and from present prospects will continue so for some time. All classes of workmen in the building trades are in good demand, the supply not being equal. An eight or ten storey fireproof office and store building is being figured on. T. J. S. Skinner also intends to erect a seven-storey structure on Eighth Avenue.

Thos. Underwood will erect a business block 100 by 100 feet on First street West, to cots $90,000.

The Canadian Pacific RailwayCompany has announced its intention to erect a large hotel in the city. The Merchant's Bank has purchased the Royal Hotel site for $200,000 and it is the intention of the management to erect a large building thereon.

Building permits for the month of October totalled $568,490, as against $403,050 in October 1909.

Customs returns show for October 1910, $65,000, as against $58,388.98 for October 1909.

Immigrants were seventy-nine as against seventy-two for October, 1909.

During the month there has been 485 quarter sections of land taken up.

Bank clearings were $12,796,081 as against $9,581,694 for October, 1909.

It is reported that the Hudson Bay Company has purchased a site on Eighth Ave. in order to erect an eight-storey building thereon.

The City School Board has voted $500,000 for new schools.

The City Council has signified its intention to manufacture cement blocks during the coming winter.

The Ottawa Furnace Manufacturing Company has decided to erect a factory in this city.

Wholesalers and retailers report an increase in trade as compared with the

previous month, and a considerable increase over the corresponding period of last year.

The City Council has raised the trench diggers' wages from 25 cents to 27½ cents per hour, owing to the difficulty in obtaining men, to date from October 1, 1910; 800 men are benifited. They are also proposing to raise street railway employés' wages.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, lathers, plasterers, painters and decorators, plumbers, gas and steam fitters, stone cutters and building labourers had a very busy month. Iron moulders, iron workers and helpers, coremakers, electrical workers and linemen, and metal workers were very active. Blacksmiths, boiler makers and horseshoers had a fair month Jewellers were fully employed. Woodworkers, upholsterers, carriage and wagon makers, and coopers had a good month. Printers, pressmen, electrotypers, bookbinders were well employed. Tailors and garment workers had a fair month. Bakers and confectioners, butchers, meat cutters, and cigarmakers were active. Leather workers, saddlers, trunk and bag makers, were well employed. Railway employés and street railway employés, teamsters and expressmen were busy. Unskilled labour was in good demand.

EDMONTON, ALTA., AND DISTRICT.

Mr. P. C. Foley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Supply and demand in the labour market were well balanced during the month, showing an improvement over the previous month, and the corresponding month last year.

The volume of business continues to increase steadily, as shown by the following comparative figures:—

	1909	1910	Increase 1910 over 1909
Customs' Returns ..	$205,297	$ 254,010	24%
Building Permits....	1,973,672	1,808,205	
Bank Clearings.....	36,104,958	48,396,882	34%
Post Office (Stamps only).....	52,883	58,309	10%
Street Railway:			
Passengers carried	1,439,886	2,612,599	82%
Revenue.....	59,886	112,368	81%

While the aggregate value of building permits issued to date is slightly less than a year ago, the conditions in the building trades are very favourable. The apparent shrinkage in permits as compared with last year is accounted for by the fact that in September, 1909, permits were issued for several large buildings, construction of which is still in progress. The number of permits issued in September 1910 was 138, as against ninety-eight for September, 1909. These were almost all for residences rendered necessary to accommodate the increased population necessitated by the steady expansion in business.

Bank clearings which show the most substantial increase have gone up nearly $12,000,000 over the corresponding period last year. Street railway earnings have increased nearly a hundred per cent., over a 1,000,000 more passengers having been carried in the first nine months of this year than in the same period of 1909. Wholesalers and manufacturers report a gratifying increase in buisness.

One hundred men who shipped from Winnipeg about October 1 to work for Foley, Welch and Stewart, contractors on the Grand Trunk Pacific grade, west of Wolf creek refused to go to work after they arrived in Edison, and the majority walked back to this city.

Ten of these men were arrested at Entwistle by the Royal North-west Mounted Police, and brought to this city at the instigation of the contractors who claimed the men had broken their contract. The men were tried before Inspector Worseley who dismissed the case, the costs to be paid by the prosecutor. Out of 139 men who shipped from Winnipeg October 5, a large number deserted before Edison was reached, fourteen were arrested for breaking their contract, they were found guilty by Inspector

Sweetapple and sentenced to fourteen days in the Royal Northwest Mounted Police barracks at Fort Saskatchewan.

CONDITION OF PARTICULAR TRADES.

The Trades and Labour Council is endeavouring to have conditions improved in the railway construction camps, west of the city. Among the improvements asked is that restrictions be placed on employment agencies binding them to give more explicit information as to existing conditions to those seeking employment.

On the eighteenth instant, the plasterers went out on strike to enforce a demand for an agreement with the builders' exchange at a minimum rate of 70 cents per hour. Carpenters were thrown out of work on several jobs and unless the strike is settled in the near future a large number of finishers will be laid off.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have not yet completed threshing operations, but from reports received the crop in this district will average high. Grains and grasses from this district formed a large part of the Alberta exhibit which won the Grand State trophy at the Dry Farming Congress held at Spokane, Wash. The trophy is a $250 cup, given by the Governor of the State of Washington, for the best exhibit on the grounds. There were 410 homestead entries during the month as compared with 307 for September, 1909.

Mining.—As coal is delivered direct from the mines to the consumer in this district, operators have great difficulty in procuring the necessary teams required to work the mines to full capacity, they also report a shortage of miners. The usual number of farmers depended upon to haul coal are employed with the different railroad contractors throughout the district.

Railway construction and employment.—Great activity prevails in railway construction. Work on the Canadian Northern Branch to Athabasca Landing has been rushed this season and the grade is now within twenty miles of the landing. Contractors say the road will be in operation by the middle of next summer. Excavations for the piers of the Canadian Pacific Railway Company's high level bridge at Ninth street are almost completed and cement work will be started at once. At a depth of about twenty feet a vein of coal eight feet thick was encountered, and about 200 tons of coal of good quality was removed. It is being used by the contractor as fuel in the hoisting engines.

All classes of labour were well employed and the demand has never been greater at any time in the history of the city.

DISTRICT NOTES.

Fort Saskatchewan.—The Hydro-Electric project undertaken by the municipality of Fort Saskatchewan is assuming definite shape. A dam 400 feet long is being erected on the Sturgeon river and a power house will be built this fall. The capacity of the river at this point is estimated at 1,000 horse power.

Peace River Crossing.—The Government telegraph line has been completed to Peace River Crossing, 400 miles northwest of this city.

LETHBRIDGE, ALTA., AND DISTRICT.

Mr. J. M. Ritchie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been during October a steady increase in opportunities for work. The supply may be greater than the demand but there are more men at work than during September.

There are two new joiner shops being fitted up with up-to-date machinery, and in this line Lethbridge is going to supply its own demands.

Retail trade is exceptionally busy. The weather has kept fine. Wholesale trade is good. The supplying of the surrounding district is keepnig up the activity. There has been no change in wages during the month. The labour

market has been free from strikes, lockouts, etc. The only complaint heard is from retail clerks in dry-good stores. There is an early closing by-law in Lethbridge, but some small stores disregard it.

CONDITION OF LABOUR INDUSTRIES.

Agriculture.—Farmers have been busy during the month. There has been a great deal of work done, the weather being fine.

Mining.—Operations are being pushed on an extensive scale, but mostly in a preparatory sense. Mines that can put out coal are all busy, and the trade increasing.

CONDITION OF PARTICULAR TRADES.

Bricklayers have been very busy. Carpenters have been rather unsteady in outdoor work but were improving towards the end of the month. Joiners have had a good month. Lathers and plasterers have been kept busy, several large jobs being in hand. Painters are fairly busy, and plumbers, steam fitters and stone cutters have been busy. Electrical workers were busy and linemen very busy. The demand for men is not being supplied. Blacksmiths were fairly busy. Sheet metal workers were busy.

NELSON, B.C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout Kootenay district has been active, except in the coal mines of the Crow's Nest Pass territory, where employment was on only a little more than half-time, the chief reason advanced being a shortage in the supply of railway cars to transport the coal, while the lumber companies are somewhat short of experienced men for their logging camps for the coming winter.

There were no changes in rates of wages or the hours of labour. Harmony prevails between employers and employés.

Italian capitalists are erecting a substantial macaroni factory at Fernie, B.C., the buildings being of concrete; this is said to be the first plant of its kind in Canada.

Eight hundred Doukhobors arrived by special train from Saskatchewan, about the end of September, for their colony at Brilliant, on the Columbia river. They have 600 acres cleared at Brilliant, 250 acres being planted to fruit, while 50,000 fruit trees have been ordered for planting this fall and next spring. They are now completing the erection of a hospital, and report that next year they will build a school.

A new shingle mill and box factory is now in course of erection at Nelson, B.C., on the site lately occupied by the Kootenay Engineering Works, which were destroyed by fire in July. The new structure will comprise one storey with a large basement; it is expected the factory will be in operation about January 1, 1911. The Company will be known as the Western Box and Shingle Mills, Limited, and it expects to employ about twenty men. The city is exempting the industry from taxation for five years.

The owners of the Porcupine timber limits near Ymir, are preparing to install a sawmill at Porcupine Creek. A company is being formed in Ymir to develop electric power on Wild Horse Creek, and furnish electric light to the town.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. J. P. McMurphy, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of October has been fairly active from a labour standpoint, and will compare favourably with the corresponding month of the previous year. The avenues of employment are many and there are not many idle men hereabout. Unskilled labour is in demand and men need not be out of employment. There is no change to report in the machinists strike since last month, except that the strikers who were arrested for intimida-

tion have been tried and acquitted by the jury at the fall assizes now being held here. Both parties to this strike remain firm. Construction work on the Canadian Northern Railway between Matsqui and Sumas is progressing satisfactorily. The contractor of this section has 250 men at work, and within the next month will add another 100 men to the pay roll. The British Columbia Electric Railway Company is operating its line from this city to the city of Chilliwack. Merchants and business people of both cities appreciate this convenience.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There is not much work in the way of farming at this season of the year. Fall fishing on the Fraser has been very good; so has been the price paid for fish, consequently the fishermen have done fairly well—in fact better than in the sock-eye season.

Lumbering.—The lumbering business remains active, the mills working full time filling orders for home consumption, as well as for export, which is mostly by rail, at this season of the year.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers and plasterers were all active. Painters, paperhangers, plumbers and steamfitters were busy while labourers were all working. Machinists, owing to the strike, were quiet, while electrical workers and linemen were all working. Ship builders and calkers were quiet, as were electric car builders. Sheet metal workers were in demand. Printers and pressmen were working full time, the supply being equal to the demand. Journeymen tailors were all working, as were boot and shoe workers. Barbers were all working full time. Clerks, stenographers, delivery employés were active, as were hotel and restaurant employés. Railway employés, both electric and steam, were busy, while teamsters and expressmen were active. Unskilled labourers were in demand.

VANCOUVER, B.C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THF LABOUR MARKET.

Labour was well employed during the month, except in the building trades, which were hampered by rain. Retail business was slower towards the end of the month. The local wholesale trade had few changes. Provisions continued firm. Fruit was plentiful, and eastern eggs rose 1 cent. Taken all in all, business was greater in volume than at this time last year. Considerable activity was noted in shipping circles. Numerous vessels were at the docks and in the harbour. For the coming month a busy time is expected; vessels from all parts of the world are scheduled to arrive. On the tenth, officers of the *SS. Queen Amelia* complained of the scarcity of longshoremen. Wireless reported that all outgoing vessels from Skagway to this port had full passenger lists. The *Empress of India* arrived from China, with $1,500,000 silk cargo and other valuable freight. On October 3, the *New England* brought in a catch of 150,000 pounds of halibut.

The Inland revenue returns for September were $41,996.31. For September, 1909, $36,551.29, the increase for 1910 being $5,445.02.

Bank clearings for three weeks were as follows:—

Ending October 6, 1910	$9,892,928
Ending October 13, 1910	9,517,164
Ending October 20, 1910	9,987,485
Ending October 5, 1909	7,746,986
Ending October 12, 1909	7,437,835
Ending October 19, 1909	7,396,978

Building permits were issued for an $80,000 warehouse for the McClaryManufacturing Company; for enlarging the Canadian Pacific Railway Company's hotel, Vancouver, $200,000; for the Great North-Western Telegraph Company, $36,000; besides a large number for dwellings. Work was started on the proposed new theatre of Froham, Klaw & Erlanger, to

be completed by July 1 next. A contract was let for the proposed new eight-storey building for the Bank of Ottawa, for $220,000, to be completed in a year. A twenty-five foot lot opposite the city hall was sold for $65,000, a record price for the east end. The southeast corner of Granville and Cordova streets, 78 x 120 feet, opposite the Canadian Pacific Railway depot, and unimproved, was sold for $250,000.

The public night schools turned away several prospective students, being overcrowded.

The logs scaled during September were 54,000,000 feet, as compared with the same period last year, 49,824,000.

Over 1,000,000 apples will be on exhibition on October 31, at the Horse Show building.

CONDITION OF LOCAL INDUSTRIES.

The waitresses met with success in unionizing several restaurants.

The machinists are on strike since July 4, for the eight-hour day.

Trade in the cigar-making industry is dull. Ten years ago, when the city had a population of 27,000, the union comprised thirty-five members. To-day, the population is estimated at about 125,000, and the membership is 50. The Cooks' and Waiters' Union is more prosperous than formerly. An effort is being made to organize the coast seamen and firemen.

The Trades and Labour Council resolved to request the Federal Government to take a census of the Orientals in Canada. Tenders were received for the erection of the new labour hall. From January 1, 1910, to October 17, the collections of city taxes amounted to $1,578,158.74, being about eighty-five per cent. of the total taxes.

DISTRICT NOTES.

North Vancouver.—A scenic railway line to the top of Grouse mountain is projected. A charter has been applied for. Building operations were very active. The ship building yards were working overtime.

Prince Rupert.—There was a dearth in the labour market, owing to wet weather. The new Bank of Montreal building, costing $25,000, will soon be finished. About 600,000 acres of timber lands on Moresby Island, Q. C. T., have been transferred.

VICTORIA, B.C., AND DISTRICT.

Mr. J. Chrow, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during October were very active. This applies more particularly to unskilled labour and the building trades. The city is employing several hundred men on street improvements, and in addition, the contracting companies give employment to many more; supply of unskilled labour is equal to the demand. For the first nine months of the year the value of the building permits issued amounted to $1,837,625, compared with $1,443,295 for the corresponding period last year. The value of permits issued during September was $199,686, compared with $140,935 for the same month last year. The number of permits issued was sixty-seven; for September last year the total was forty-seven. For the nine months, the total was 582, compared with 456 a year ago.

Wholesale and retail trade is fairly active, and fully up to last year's standard. The machinists' strike, now in existence for about four months, still remains unsettled, and other iron trades are somewhat dull in consequence.

An application of great importance to labour was recently made to the British Columbia Government by the Grand Trunk Pacific Railway Company, to permit the employment of Asiatic labour on the construction of the Grand Trunk Pacific Railway through British Columbia. The applicants alleged that, owing to the scarcity of white labour, they were unable to carry on the construction of their railway. After consideration, the Government decided to refuse the application.

The Pacific Whaling Company has sold its entire interests on the west coast of Vancouver Island to Mackenzie & Mann. The price paid was $1,000,000. The

new owners intend to enlarge the whaling plant, and to add halibut and shark fishing, which will give employment to a considerable number of men.

Over ten acres of land has recently been purchased by the British Columbia Marine Railway Company, at Esquimalt, for the construction of a large dry-dock.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The grain crops in this district have been harvested. Wheat and oats will be an average crop, while roots, owing to the unusually dry summer, will not be as abundant as last year. The fruit crop has turned out well, the quality being excellent.

Fishing.—Salmon fishing is over for the season. The complete returns of the Vancouver Island catch will be available later.

Lumbering.—The lumber business continues brisk, all mills finding a ready market for their output.

Manufacturing.—The various industries are fully employed.

CONDITION OF PARTICULAR TRADES.

The building trades were fully employed during the month, a majority reporting trade as very active. The metal trades, with the exception of the machinists, were fairly busy; in some of the shipyards there is considerable repair work under way. Printing and allied trades were about normal. Tailoring is becoming more active as the season advances. Garment workers were busy. Barbers, clerks, stenographers, laundry workers were fully employed.

NANAIMO, B C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market has not been as active this month as last, owing to the weather, and the falling off of work at sawmills and logging camps, as well as the large number of men coming from abroad looking for work in the coal mines. Commercial activity has shown no falling off as yet. There have been no changes in rates of wages or hours of labour during the month.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—There is not much activity among the fishermen in this district, outside of preparing for the herring run.

Lumbering.—Work in the sawmills is quiet, the local mill having closed down and some of the other mills not doing much.

Mining.—Work in the coal mines continues very active, the mines working to their full capacity, but there are a large number of miners looking for work.

Railway construction is being pushed as fast as practicable on the extension of the Esquimalt and Nanaimo Railway to Alberni.

There are a large number of men working on the sewerage works and cement sidewalks of the city.

CONDITION OF PARTICULAR TRADES.

Printers were active. Teamsters and expressmen have been very busy. Unskilled labour has not been so well employed; while there has been a lot of work going on, the continual arrival of men from other places has made idleness common.

Bricklayers report work as active. Carpenters and joiners are still very active there being a large number of new buildings in course of construction, and contracted for. Painters and paperhangers report work as active. Plumbers are also very busy. Builders' labourers have been active during the month. Blacksmiths and carriage makers report work as active.

LEGISLATION WITH RESPECT TO WORKMEN'S COMPENSATION IN CANADA.

DURING the past year few subjects directly bearing on the relations of employer and employé have received a greater degree of attention in Canada than that of workmen's compensation. In the Province of Quebec the year has witnessed the coming into force of a new law, the first of its kind in that Province, following an extended inquiry by Royal Commission. In Nova Scotia, and Manitoba amendments of a radical nature to the previous legislation have taken effect, in the latter case, as in Quebec, on the recommendation of a Royal Commission. At the present moment a third Commission is investigating the provisions of the Ontario law with a view to amendment. In the United States, where conditions with regard to the development of legislation of this character are somewhat similar to those in Canada, the same subject has been under careful consideration by Commissions in several States of the Union and by conferences of interstate representatives, and some important legislation has recently been enacted. The present is accordingly an opportune time at which to review progress in this connection in Canada and to indicate the stage that has been reached as compared with the comprehensive treatment of the problem elsewhere, especially in Great Britain, France and Germany.

It is the purpose of the following article to describe in concise form the present state of the law in Canada with regard to employers' liability and workmen's compensation. Before proceeding, however, to any statement or analysis of the Statutes which the several Provinces have enacted on the subject, it will be expedient to point out the place which workmen's compensation occupies in the general field of labour legislation, and to offer some brief explanation of the principles on which it is based, or which are involved in any attempt to secure the particular objects for which legislation of the kind is commonly invoked.

Scope of Labour Legislation.

The basic fact from which legislation of the class specifically designated as "Labour Legislation" proceeds, is that labour, though bought and sold, is not a "commodity" in the ordinary sense of the term, inasmuch as its purchase and sale always involve in the most intimate way the welfare of a human being.

The most elementary legislation for the protection of labour starts from this principle. Such are the various Acts which regulate the general relations of master and servant and define the parties to the labour contract. Such also are the special guarantees with which the statutes abound for the payment of the price or wages of labour, which though fixed in many cases by the same conditions of supply and demand which prevail in the world of commerce, are safeguarded under the law in a quite different manner from that which obtains when the article involved is a mere chattel. The various Masters and Servants' Acts, Mechanics' Lien Acts, Wages Acts, Garnishment Acts, &c., are cases in point.

Again, inasmuch as the contract to labour involves practically the selling of the labourer himself during working hours, the necessity for legislation for the protection of the safety, health and comfort of the workman while at work emerges. This is met by Factories' and Shops' Acts, Acts for the protection of employé on railways, in mines or on ships, in the building trades, against sweating, &c. The object of such legislation is the safeguarding of the workingman from bodily injury by the machinery or appliances with which he must work, from ill-health resulting from the surroundings in which his work is carried on, and from mental and moral contamination as well. The securing of the comprehensive body of legislation of this class which is now on the statute books of nearly every important community of the civilized world, marks the over-

throw of the economic doctrine of *laissez faire* as applied to labour in this aspect, the effect of which was to minimize or abolish the distinction between labour and other commodities and to leave the condition of the labourer to be determined almost wholly by competition and the law of supply and demand. †

The Place of "Workmen's Compensation."

It is as a growth upon this last mentioned class of legislation that "Employers' Liability," or "Workmen's Compensation" appears. Legislation like the factories and mines acts is, of course, essentially preventive. Its object is to prescribe, as fully as possible, the conditions which will prevent or minimize the occurrence of accidents, disease and moral deterioration among workingmen in connection with their employment. A further step, however, is possible. In addition to positive regulations designed to prevent accidents, the law may deal with the situation which arises when in spite of such regulation an accident actually occurs, and may impose upon employers the obligation under such circumstances of rendering compensation to the injured employé. This opens the door to one of the most involved and bitterly contested controversies that has ever arisen in connection with labour legislation, that, namely, which attempts to define the responsibility of employers for the welfare of their workmen in the general course of their employment and to delimit the region in which that responsibility ends and the personal responsibility of the workman begins.

†In articles published in previous volumes of the *Labour Gazette* reviews of the several factories and shops Acts, of the laws for the protection of employés in mines, on railways and ships, and about machinery, were given (see Volume I, pages 104, 182, 241, 314, 365 and 438; Volume II, pages 101, 168, 286, 350 and 408). Following this, the question, who the parties to a labour contract may be, was taken up, and reviews published of legislation with regard to apprentices, minors, immigrants and aliens (Vol. II, pages 470 and 526: Volume IV, pages 534 and 786.) The rights appertaining to, and the duties devolving on, the parties to a labour contract, were then dealt with, (Volume VII, pages 54 and 156), after which the specific enactments of the Canadian Statutes for the protection of wages were treated (Volume VIII, pages 307, 414 and 550).

Relation of the Law of Canada to that of England.

Legislation defining the liability of employers and providing compensation for injuries received by workmen falls in Canada within the jurisdiction of the Provincial Legislatures. It has naturally resulted that different treatment has been accorded the subject in different provinces. All, however, have been greatly influenced by the discussion which has been almost continuous in Great Britain during the past forty years and by the different legislative enactments passed by the British Parliament, more especially the Acts of 1880 and 1897. It will be convenient, therefore, before discussing the Canadian compensation laws, to describe briefly the course of the movement for workmen's compensation in Great Britain and the different stages of the progress made in that country in the solution of this extremely complex and difficult problem, recent developments in connection with which are justly regarded as marking an epoch in the history of British labour legislation.

Liability for Compensation at Common Law.*

By the Common Law of England the individual is liable for damages for any injury occasioned by his own negligence to the person or property of another. By "negligence" in this connection is meant, according to Augustine Birrell, "the absence of that amount of care which each man in this our social state owes his fellows." Similarly, by the Common Law, a person is held responsible for any damage to another caused by the negligence of his employé or servant, providing the latter, at the time he committed the fault, was within the general scope of his employment.

*The statement which follows is based chiefly on the following authorities to which the reader is referred for more detailed information: "Four lectures on the law of employers' liability at home and abroad by Augustine Birrell, M.P., 1897; (*b*) Appendix CLIX by Sir Frederick Pollock of the Report of the Royal Commission on Labour, 1893–4; Reports of select committees of 1886 and 1904; Dawbarn on Employers' Liability with notes on the Canadian Law by A. C. Forster-Boulton (1907); Accidents to Workmen by R. M. Minton-Senhouse: see also Webb, Industrial Democracy, Chapter VII.

Under the above provisions it would appear obvious that a workman might proceed against his employer for damages in the case of injuries received as a consequence of his employment, both when due to the negligence of the employer himself or to that of a fellow workman, subject, of course, in each case to the further principles of the law with reference to contributory negligence, and to the fact that no damages can be levied where the injured person voluntarily encountered the risk (*volenti non fit injuria*); though this latter principle becomes most complicated and elusive when applied to the intricate conditions of modern industrial life. There had not been, however, in England, prior to the year 1836, any instance of a workman proceeding against an employer for damages, under the second of the above mentioned contingencies, namely, when the injury resulted from the act of a fellow employé, and the bringing of the first action of the kind had the effect of eliciting an interpretation of the law, which was to stand for nearly half a century, and which became the basis of a controversy which has continued up to the present.

This was the celebrated case known as Priestly v. Fowler, the decision in which was rendered in 1837. A butcher's assistant brought suit against his employer to recover compensation for a fractured thigh received in an accident due to the overloading of a vehicle. It was proved that the overloading was the fault of a fellow employé, and the Court held that action was not maintainable against the employer. The decision established the following as a rule of common law:—

"A servant, when he engages to serve a master, undertakes as between himself and his master to run all the ordinary risks of the service, including the risk of negligence upon the part of a fellow-servant when he is acting in the discharge of his duty as servant of him who is the common master of both."

The above rule, to which was given the name of "the Doctrine of Common Employment," was based largely on the fact that there was "no precedent" for the action, and that on the principle of analogy the plea put forward was inadmissable. It was endorsed by the courts of the United States, though not of France or Germany, and though now denounced by eminent jurists like Sir Frederick Pollock and Mr. Augustine Birrell, in such terms as "bad law," "bad policy," "sheer invention," "mere ingenuity in suggesting analogies." In the working out, an employer, though bound to compensate his workman for injuries received from the negligence of himself, or his partner, was not liable in any way for the consequences of the acts of the injured man's fellow employé. His liability to persons outside of his service was thus far more extensive than to his own employés. For example, an employer was liable for injuries caused to outsiders by the acts of his servants while in the course of their employment, even though he had expressly forbidden the particular act which caused the injury. On the other hand, as further decisions rendered the principle first enunciated in 1837 more stringent, it came to be impossible for a workman to recover against his employer, for any act whatever of a fellow employé, even though the latter was a manager acting under the direct instructions of the employer, or a workman of an entirely different class and perhaps in a different locality. Damages were refused in one case for the death of a miner who had been killed by the direct negligence of a manager, and in another case for a carpenter thrown from a scaffold through the carelessness of a train operator while at work on a building belonging to their common employer, the railway company. Commenting on the general effect of the "Doctrine of Common Employment," Augustine Birrell says:—

"It would be absurd to say that the doctrine is a ridiculous one. Had it been so it never would have commended itself to the minds of so many great judges. When you once begin inventing terms for other people's contracts there is usually a good deal to be said in favour of your fancy. Supposing our judges had decided as they have in France, that it is an implied term of every contract of service that the master shall insure his servant against all accidents in the course of the

employment ,which are not solely attributable to the servant's own negligence or to unforeseen and most unlikely occurrences, —who would have found fault with this fiction."

The Movement for Employers' Liability Legislation.

The history of the attempt to improve, in the interest of the workingmen, the common law situation as above described, is the history of the movement for "employers' liability" or "workmen's compensation" legislation.

The interpretation placed in 1837 upon the common law with regard to the liability of employers became, as already remarked, increasingly stringent with the increasing extent and complexity of the British industrial system. The doctrine of "common employment" was based on analogies drawn from domestic or quasi-domestic employments. When these passed more and more into the background of the national life, and were succeeded by large and elaborately organized establishments in which employment involved co-operation with a multitude of other workmen, at the same time that the range of choice between employments was narrowed—it followed as a natural consequence that the hardships implied for labour were greatly intensified. From the year 1865 on, an organized movement to secure the modification or abolition of the doctrine was accordingly set on foot. Between 1872 and 1879 no fewer than eight Employers' Liabilities' Bills were introduced into the British House of Commons. But the chief incident of this period was the obtaining in 1876 of a parliamentary committee whose exhaustive inquiry did much to inform and chrystallize public opinion.

The British Act of 1880.

The first tangible result of the agitation appeared in the Employers' Liability Act of 1880. This did not entirely abolish the doctrine of common employment, but it secured its practical abolition in five specified cases, namely: Where the injury received was due to:

1. Any defect in plant or machinery for which the employer or some person in his service was responsible;
2. The neglect of any person engaged in superintendence;
3. The neglect of any person whose orders the workman was bound to obey when the injury took place;
4. The act of any fellow servant, done in obedience to any improper or defective rule or instruction of the employer or delegate;
5. The negligence of any signal man or person having charge of a locomotive and a railway.

It will be seen that the Act of 1880 placed no general restriction upon the doctrine of common employment, though it distinctly specified several classes of fellow employés whose neglect rendered their employer liable.

The Act excluded seamen, domestic servants and any servant employed in menial labour from its scope. It required that notice of the injury should be given and action brought within a limited time, the amount of compensation in any case not to exceed three years' earnings of the workman in his employment. In the case of fatal accidents, the rights passed to the dead man's representative. The Act was passed for seven years, and after 1887 was renewed from year to year.

"Contracting Out."

The Act of 1880 had been in force less than two years, when a decision by the Courts greatly modified the degree of protection it afforded to workmen. According to the finding in Griffith v. the Earl of Dudley, if a workman continued in employment after receipt of a notice that he must forego his rights under the Act and accept instead a claim on a benefit club to which the employer contributed, it was held that he had entered into a contract to relinquish his rights under the Act, and that such a contract was not against public policy. As a result, employers, in order to avoid the risk of indefinite liability or the annoyance of frequent suits for compensation, adopted the plan of establishing special funds to which both employer and work-

man subscribed and from which relief in cases of accident was provided. Although this method provided compensation and avoided the expenses of litigation, it was strenuously objected to by the British trade unions on the ground that such funds had the tendency to attach workmen permanently to the service of the employer, and that the "contracting out" was given practically under duress, at the same time that the workman was reduced to a system of individual bargaining and the inducement diminished to employers to take precautions against individual accidents. For the next several years, therefore, the representations of labour on the subject of employers' liability took the form of a persistent agitation against "contracting out." In addition, the difficulty of proving negligence, and the risks of litigation, had reduced the operation of the Act to narrow proportions.

The Act of 1897.

In the year 1893 a Bill which declared against "contracting out," except under certain safe-guards, was introduced, but was withdrawn in face of the opposition to any measure that would allow "contracting out" under any circumstances. Four years later the situation was entirely changed by the extensive and revolutionary Workmen's Compensation Act of 1897. "The precedent set by Germany in 1884," says the Report of the Workman's Compensation Committee of the Parliament which sat in 1904, "in passing a law imposing on employers in certain trades the duty of providing adequate security for compensation to persons injured by accidents arising out of their occupation, by means of a system of compulsory insurance, had had a powerful effect. . . . The method of compulsory insurance was considered to be unsuitable to this country. It was, therefore, necessary to adopt other means. Accordingly, the suggestion was made that employers should be made personally liable to compensation for this particular class of accidental injury." Briefly stated the outstanding features of this important measure were as follows: Relinquishing any attempt to define the degree to which an employers' liability should extend, the new law made him, in nearly all of the great industries, individually liable in all cases where personal injury by accident, arising out of or and in the course of employment, was caused to the workman. If personally negligent, he remained liable to the provisions of the common law. The practical effect, accordingly, was to insure the employés against accidents arising out of their employment. No attempt was made to classify accidents, though, of course, in cases where the accident was solely attributable to the wilful misconduct of workmen, compensation was disallowed, though even under such circumstances the onus of proof was placed upon the employer. The doctrine of common employment and contributory negligence were practically abolished in the dangerous trades. "Contracting out" was expressly forbidden, except in circumstances unlikely to occur frequently. Though the Act was regarded as an experiment, it was applied to nearly one-third or one-half of the whole working population included in the dangerous trades. The employer, however, was not made liable for any injury which does not disable a workman from earning full wages for a period of at least two weeks.[2]

Subsequent British Legislation.

It may be remarked here in general terms that the most advanced Canadian legislation has conformed largely to the precedent established by the British Act of 1897. It may be well, however, in order to obtain the proper outlook before turning to the situation in Canada, to note briefly the further important steps that have been taken since 1897 in Great Britain.

An amendment of the Act in 1900 extended its provisions to agricultural labour, but made no other change, and it was not until 1906 that further radical development in the law took place. This was under an Act which repealed and consolidated the Acts of 1897 and 1900,

[2] An article descriptive of the Act was published in the *Labour Gazette* for March, 1902, page 537. See also the *Labour Gazette* for September, 1904, page 275.

at the same time introducing three highly important extensions:

By the first of these extensions the minimum period of incapacity entitling to a weekly payment was reduced from a fortnight to one week. Where incapacity lasted for two weeks or longer the weekly payments were to commence from the date of the injury instead of from a fortnight after that date, as previously. Workmen under twenty-one years of age were also dealt with more liberally.

The second extension was that which made the Act applicable to practically all workmen, including seamen, retail clerks, professional sportsmen, domestic servants and organists. The only persons specifically excluded were those employed otherwise than in manual labour whose remuneration exceeded £250 a year, "outworkers," members of police forces, members of the employer's family living in the employer's house, and casual employés.

By the third extension the scope of the Act was made to include the contracting of certain diseases due to the nature of the employment, namely, anthrax, poisoning by lead, mercury, phosphorous or arsenic, and ankylostomiasis. This list has since been still further extended and regulations adopted relating to the scale of compensation for industrial diseases.

The German Method.

The above brief sketch of the British law will give some general idea of the extent to which the method of dealing with the problem arising out of the dangers inherent in modern industrial processes has been carried along the lines known as employers' liability or workmen's compensation. The other method, that of insurance against accidents, has reached its highest development on the continent of Europe and notably in Germany. As long ago as 1854, workmen and employers were compelled in Germany to establish sick relief societies, to which both contributed. A drastic Employers' Liability Act was passed in 1871, but failed because of the cost of its procedure. The existing German plan consists of two sister measures, the Sickness Insurance Act and the Accidents Insurance Act, which came into general operation in 1885. The former is compulsory; by its provisions every workman is obliged to join a local society on which devolves the duty of providing an indemnity to him in case of any accident which incapacitates him for any period up to thirteen weeks. These local societies are bound together in an affiliation, and transfers are made easy so as to enable the workman to move from place to place. For accidents which disable a workman for longer than thirteen weeks the funds provided under the Accident Insurance Act are available. Under the Sickness Insurance Act, which deals with the vast majority of accidents, the obligation to insure his workpeople is cast upon the employer, though two-thirds of the contributions are paid by the workpeople. Under the Accident Insurance Act the obligation is imposed on the employer of providing the whole of the funds. As the societies under the Sickness Insurance Act are linked together in an affiliation, so under the Accident Insurance Act the employers are bound together in trade groups. The awards are paid through the post office.

With the above by way of foreword, an analysis of the several Canadian Acts may be attempted.

Workmen's Compensation in Canada—Preliminary Review.

The first province to enact legislation with regard to Workmen's Compensation was Ontario which passed a Workmen's Compensation Act in the year 1886. The Act was amended in 1889, 1892, 1893, 1897 and 1899, consolidations being included in the Revised Statutes of 1887 and 1897. British Columbia was the second province to pass workmen's compensation legislation, an Employers' Liability Act having become law in 1891; this was amended in the following year and thoroughly revised and remodelled ten years later in 1902. Manitoba passed an Act in 1893. This was amended in 1895 and 1898, and consolidated in 1902. At the last session of the legislature, how-

ever, an entirely new Act became law. Similarly, the Nova Scotia Act of 1900, was replaced last year by a new measure. New Brunswick passed an Employers' Liability Act in 1903 and amended it in 1907 and 1908, the last time extensively. Alberta in 1908 placed an Act modelled on the British Act of 1897 on the Statute books, while Quebec, after an investigation under Royal Commission, passed ts first Act of the kind in 1909. Prince iEdward Island and Saskatchewan are without legislation of this character.

Referring to the extent to which the provincial laws in Canada are founded on British precedent, it may be stated, briefly, that the most complete adaptation of the British law has been made in the Provinces of Manitoba and Alberta, whose present legislation is substantially identical, following closely the most recent British precedent, though the original Act in Manitoba was based on the British Act of 1880. Both, of course, omit the provisions with regard to industrial diseases which appear in the British Act, and are generally less inclusive and stringent. Roughly, they may be said to reproduce the British Act of 1897.

The legislation of the Provinces of Nova Scotia and British Columbia are, again, essentially identical with each other, but are less elaborate and stringent than that of Manitoba and Alberta, though still following somewhat closely the British Act of 1897. In both of these Provinces the original legislation was on the model of the British Act of 1880.

Coming to Ontario and New Brunswick, the basic plan of the legislation in each of these provinces is that of the British Act of 1880, though some important amendments have been made in the spirit of the Act of 1897, the amendment of 1899 in Ontario being virtually by way of introducing the principle of arbitration which was so prominent a feature of the later British law.

The Quebec Act stands wholly by itself as to form and does not visibly follow British precedent as do those of the other provinces. This is, of course, due largely to the fact that whereas workmen's compensation legislation in the other provinces was as in England an outgrowth upon the common law of England, the Quebec Act is an outgrowth upon the Civil Code of that province, it being for many years a disputed point in Quebec to what extent special legislation of the kind was necessary and to what extent conditions under the Civil Code of the province resembled conditions under the common law of England.

In the following review, reference is made only to the most recent form of legislation in cases where a province may have acts both of the "Employés Liability" and "Workmen's Compensation" type among its statutes.

Scope of Workmen's Compensation in Canada.

Before proceeding to a comparison in detail of the several Provincial Acts as to the rights to compensation which they confer on workmen, the scale and conditions on which compensation is allowable, &c., it may be convenient in this place to note the provisions which define in a preliminary way the general scope of the legislation, *i.e.*, the specific classes of employés to which the several acts apply. This will be found set forth for the most part in the definitions contained in the acts of the terms "workman" and "employer" as well as in certain other specific clauses which will be mentioned.

Employès to whom Legislation is Applicable.

Under the Nova Scotia Act the term "workman" does not include casual employés or employés whose remuneration exceeds $1,000 a year. It also excludes "outworkers," that is, persons employed in their own homes or in premises not under the control of the employer. Employés engaged in agriculture, fishing, the curing, packing and manufacturing of fish products, shipbuilding, lumbering, sawmills, or in the naval or military services of the Crown are also expressly excluded. The Act in-

cludes however, both manual and clerical workers.[1]

In New Brunswick the term "workman" does not include a casual employé, domestic or menial servant, an employé in husbandry, gardening, fruit growing, granite working, lumbering, or driving, rafting or booming logs, clerk, retail shop employé, seaman or fisherman. Those expressly included under the term are, railway servants, ship labourers, longshoremen, quarrymen, miners, pondmen, journeymen handicraftsmen, or those otherwise engaged in manual labour, even if under age.[2]

In Quebec those included under the Act are workmen, apprentices, building employés, factory hands, employés in stone, wood or coal yards, transportation employés, loaders, gas or electrical employés, employés engaged in building railways, drains, wharves, bridges, &c., miners, quarrymen, powder mill employés and generally all employés of industrial establishments in which power other than that of man or animals is used. Agricultural employés and those engaged in navigation by means of sails are expressly excluded. A foreign workman or his representatives is not entitled to compensation in Quebec unless he was either residing in Canada at the time of the accident or unless he ceases to reside there while the compensation is being paid. The common law, however, exists in his favour. Workmen who usually work alone are not subject to the act from the fact of casually working with one or more other workmen. Moreover, where the yearly wages of a workman exceed $600, no more than this sum is to be taken into account. The surplus up to $1,000 gives a right only to one-fourth of the compensation. The Act does not apply at all where the yearly wages exceed $1,000. Apprentices are assimilated to the workmen in the business who are paid the lowest wages.[3]

In Ontario the following classes are excluded: Domestic or menial servants and servants in husbandry, gardening or fruit growing. Included are railway servants, agriculturists, journeymen, and labourers engaged in manual labour whether under or over twenty-one years of age.[4]

The Manitoba and Alberta Acts exclude persons earning, otherwise than by manual labour, $1,200 a year. They also exclude "outworkers," but include clerical workers. The Acts do not apply to agriculture nor to any work performed by machinery used on or about a farm or homestead, such as threshing, crushing or grinding corn, sawing wood or lumber, pressing hay, building or repairing or destroying farm buildings, windmills, &c. Workshops, &c., on farms, used for the purposes of the farm, are also excluded.[5]

The definition of "workman" under the British Columbia Act includes both manual and clerical workers, and specifically mentions labourers, servants in husbandry, journeymen, artificers, handicraftsmen, and miners. It excludes persons in the naval or military service of the crown and domestic or menial servants.[6]

The term railway servant usually includes all tramway or street railway employés.[7]

In close connection with the above must be considered certain further definitions contained in several of the acts.[8]

In Nova Scotia the legislation applies only to employment where not less than ten workmen are employed "on or in, or about a railway, factory, mine, quarry, or engineering work, or in loading or unloading a vessel, or on, in or about any building either being constructed or repaired by means of a scaffolding, or being demolished, or on which machinery driven by steam, water or other mechanical power is being used for the purpose of the construction repair or demolition thereof." The British Columbia Act requires that the building must exceed 40 feet in height and the Alberta Act 30 feet. The Manitoba Act applies only to employers usually engaging five or more workmen.[9]

The terms "factory" and "mine" where they occur are to be understood in the meaning given to them in the Factories and Mines' Regulation Acts of the respective provinces, though ex-

press definitions are introduced, as in Alberta, where legislation of the latter character has not been enacted.[10]

[1]Nova Scotia Statute, 1910, chapter 3, sections 2, 12.
[2]New Brunswick Statute, 1908, chapter 31, section 1.
[3]Quebec Statute 1909, chapter 66, sections 1, 4, 6, 17.
[4]R. S. Ontario, 1899, chapter 160, section 2.
[5]Manitoba Statute 1910, chapter 81, sections 3 and 13.
[6]British Columbia Statute 1891, chapter 10, section 10, and statute 1902, chapter 74, section 8.
[7]Nova Scotia, 1910, chapter 3, section 2.
[8]Manitoba, 1910, chapter 81, section 6.
[9]Alberta, 1908, chapter 12, section 2.
[10]British Columbia 1902, chapter 74, section 8.

Who are Regarded as Employers.

Generally speaking the term "employer" includes any body of persons corporate or incorporate, and the legal personal representative of a deceased employer. Specific clauses to this effect are present in the Nova Scotia, New Brunswick, Ontario, Manitoba and British Columbia Acts. To the Manitoba and Alberta Acts are added a provision that where the services of a workman are temporarily lent to another person the first employer continues to be his employer in the eye of the law.

In Manitoba, where the Crown and municipal corporations are expressly included in the definition of "employers", there is a clause to the effect that the exercise and performance of the powers and duties of a public authority are to be treated as the trade or business of that authority.[1]

Other Definitions.

Before stating the provisions of the law as to the awarding of compensation, it will be well also to note the sense in which certain other terms of frequent occurrence in this connection are to be understood.

"Defendents" means such members of the workman's family as were wholly or in part dependent on his earnings. An illegitimate child or grandchild is included, and where the workmen is illegitimate, his parent or grandparent. The wording of the law is identical in Nova Scotia, Manitoba and Alberta. The British Columbia Act defines "dependents" as meaning "wife, father, mother, husband, sister, brother, child, or grandchild, wholly or in part dependent on the workman's earnings."

"Member of a family" means, in Nova Scotia, "wife or husband, father, mother, grandfather, grandmother, step-father, step-mother, son, daughter, grandson, grand-daughter, step-son, step-daughter, brother, sister, half-brother and half-sister." The New Brunswick Statute names the same list in its definition of "dependents." The Manitoba and Alberta Acts add to the list "adopted child and foster parent."

Sub-contracting.

Several of the Acts contain specific provisions to prevent misunderstandings arising as to liability when the work in connection with which the injury was received was being performed by a sub-contractor or second party. Generally speaking the first employer in each case is liable for the compensation in the same manner as if the workman had been immediately employed by him. The principal, however, is entitled to idemnification from the sub-contractor, and the workman is not deprived of the right to proceed against the sub-contractor instead of the contractor if he so wishes. Double compensation is, of course, not recoverable. As before, the Nova Scotia and British Columbia statutes on the one hand, and those of Alberta and Manitoba on the other hand, are identical in form. The Ontario and New Brunswick Statutes were originally the same, but the latter was amended in 1908.

"Engineering work" and "undertaker" are defined as follows in the British Columbia and Alberta Acts:

The former means "any work of construction or alteration or repair of a railroad, harbour, dock, canal or sewer, and includes any other work for the constructiona, lteration or repair of which machinery driven by steam, water or other mechanical power is used." The latter "in the case of a railway means the railway company; in the case of a factory, quarry, laundry, smelter or ware-

[1]Alberta statute 1908, chapter 12, section 2. Manitoba statutes. 1910, chapter 81, section 3

house, means the occupier or operator thereof; in the case of a mine means the owner thereof, and in the case of an engineering or other work means the person undertaking the construction, alteration, repair or demolition." The Nova Scotia Act is similar in purport, though differing verbally from the above.

The Right to Compensation.

Approaching now the central feature of the legislation under review, that namely which describes the right of workmen to compensation for injuries and which constitutes the basic principle upon which the law proceeds, we find it necessary to distinguish carefully between the acts which as above stated have taken the British Workmen's Compensation Act of 1897 for model and those which follow the precedent of the Employers' Liability Act of 1880. The former, as already mentioned, include the most recent acts of the Nova Scotia, Manitoba, Alberta and British Columbia legislatures; the latter include the Statutes of Ontario and New Brunswick. The broader differences involved in this divergence must be borne in mind throughout, even while noting, as there will be occasion to do later, many minor points of resemblance in the form and letter of the several laws.

With regard, then, to the form in which the general purpose of the legislation is expressed, the Nova Scotia, Manitoba, Alberta and British Columbia Acts all reproduce with little change that of the British Workmen's Compensation Act, specifying in each case that if personal injury by accident is caused to a workman arising out of or in course of his employment, the employer providing the employment is, within the scope of the Act, liable to pay compensation for the injury. The scale and conditions of compensation are then set forth in full detail in a schedule appended to the Act.

The form and purport of the Ontario and New Brunswick Statutes are quite different from the above. Here the Acts begin, as in the British Act of 1880, from the opposite point of view, namely, that of the common law, to which definite exceptions are made in favour of the workman in certain clearly defined circumstances. These circumstances arise, according to the law in Ontario, when personal injury is caused to a workman:

1. By reason of any defect in the condition or arrangement of the ways, works, machinery, plant, buildings or premises connected with, intended for or used in the business of the employer; or

2. By reason of the negligence of any person in the service of the employer who has any superintendence entrusted to him whilst in the exercise of such superintendence; or

3. By reason of the negligence of any person in the service of the employer to whose orders or directions the workman at the time of the injury was bound to conform and did conform, where such injury resulted from his having so conformed; or

4. By reason of the Act or omission of any person in the service of the employer done or made in obedience to the rules or by-laws of the employer, or in obedience to particular instructions given by the employer or by any person delegated with the authority of the employer in that behalf; or

5. By reason of the negligence of any person in the service of the employer who has the charge or control of any points, signal, locomotive, engine, machine, or train upon a railway, tramway or street railway;

The New Brunswick definition differs considerably from the above,[2] the circumstances under which compensation is payable to a workman being when he has suffered injury:

(*a*) By reason of any defect in the condition or arrangement of the ways, works, machinery, gear, appliances, plant, scow, boat, vessel building, or premises connected with, intended for, or used in the business of the employer; or

(*b*) By reason of the negligence of the employer or any person in the service of the employer; or

[2]New Brunswick statute 1908, chapter 31, section 3; R. S. Ontario, c. 160, sec. 3.

(*c*) By reason of the act or omission of any person in the service of the employer, done or made, in obedience to the rules or by-laws of the employer, or in obedience to particular instructions given by the employer, or by any person delegated with the authority of the employer in that behalf.

Ontario adds to the above a special clause describing certain injuries to railway employés which are to be regarded as entitling the victim to compensation. Such are injuries caused by overhead bridges, improper packing of frogs, improper arrangement of wing-rails, guard rails, &c.[3]

The Ontario Act of 1899 also declares that where an accident has occurred through the neglect of an employer to maintain proper guards on machinery, or about dangerous places, as required by the Factories' Act, the Railway Accidents' Act, &c., the onus of proof that the provisions of these Acts were strictly complied with lies upon the employer in any trial or arbitration under the Workmen's Compensation Act.[4]

Both Ontario and New Brunswick construe "superintendence" as meaning such general supervision as is exercised by a foreman, whether the person exercising superintendence is or is not engaged in manual labour.

[3]R. S. Ontario, 1897, chapter 160, section 5.

[4]R. S. Ontario 1899, chapter 18, section 3.

(*To be continued.*)

THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF OCTOBER, 1910.

DURING the month of October an application for the establishment of a Board of Conciliation and Investigation was received on behalf of the conductors and motormen employed by the Winnipeg Electric Railway Company, the dispute affecting, it was stated, approximately 603 employés.

Other Proceedings Under the Act.

It was understood that during the month of October sittings were held of Boards which had been established during the preceding month in connection with disputes between the Canadian Paicfic Railway Company, the Grand Trunk Pacific Railway Company, the Canadian Northern Railway Company and their maintenance of-way employés. The proceedings before these Boards had, however, not been concluded at the end of the month.

In the October number of the *Labour Gazette* reference has been made to an application on behalf of the deckhands employed by the Canadian Pacific Steamship Company, at Vancouver and Victoria, B.C. A Board was established in this matter by the Minister of Labour, on September 20, and was constituted as follows: Mr. G. E. McCrossan, barrister, of Vancouver, B.C., appointed by the Minister, in the absence of any recommendation from the employing Company; Mr. J. H. McVety, of Vancouver, B.C., appointed on the recommendation of the employés; and His Honour Judge W. W. B. McInnes, of Vancouver, B.C., chairman, appointed on the joint recommendation of the other two members of the Board.

In the application on behalf of the conductors and motormen employed by the Winnipeg Electric Railway Company it was stated that the dispute arose out of alleged discrimination on the part of the Company against certain employés "on account of said employés having taken a very active interest in the Street Railway Employés' Union, and having discharged some four men claiming that these men were seen in bar-rooms and saloons while in uniform, although not on duty." The number of employés affected by this dispute was stated to be approximately 603. A Board was established by the Minister, on October 25, Mr. L. L. Peltier, of Fort William, Ont., being appointed on the recommendation of the employés concerned. At the close of the month correspondence was still in progress with respect to the final constitution of the Board.

NOVA SCOTIA LEGISLATION AFFECTING LABOUR, 1900.

FROM the standpoint of labour the most important act passed at the Session of the Nova Scotia Legislature of the present year was a comprehensive amendment with respect to compensation to workmen for accidental injuries, incorporating many of the provisions included in the most recent legislation of this character in Great Britain. The previously existing Employers' Liability Act of Nova Scotia, which was passed in 1900, was based in the main on the British Act of 1880, while the present legislation follows, as its model, the British Act of 1897, which differs in many essential particulars from its predecessor. As a special article, reviewing the existing conditions of the law in the several Provinces of Canada with respect to workmen's compensation is begun elsewhere in the present issue, and contains a complete statement of the terms of the Nova Scotia Act, in comparison with similar legislation in the other Provinces, further mention of the amendment of the present year is unnecessary in this place. Of the remaining legislation of the Session of interest to labour and industry the following is a brief review:—

Employment of Women in Factories.

The prohibition enacted in 1909, making it unlawful for women to be employed in a factory for more than nine hours in any one day is removed.[1]

Co-operative Associations Among Members' of Fishermen's Unions.

The Act passed in 1905, which provided machinery for the organization of fishermen's unions, is amended by the addition of clauses giving permission to members of a Station of the Fishermen's Union, not less than ten in number, to form themselves into a co-operative association for the buying, selling or packing of fish, fish products of all kinds, fishing gear for the use of members, real estate or vessels for the use of the association. The clauses also deal with capital stock, administration, officers, by-laws, &c.[2]

Coal Mines' Regulation Act Amended.

Three acts were passed amending existing legislation for the regulation of coal mines.

Examination of candidates for certificates of competency.—The Board of Examiners appointed for the purpose of examining candidates for certificates of competency as underground managers and foremen must in future consist of:—

1. The Inspector of Mines;
2. Two managers of mines;
3. Three experienced miners;
4. Two persons appointed by the Commissioner of Mines, and,
5. Deputy Inspectors directed by the Inspector to act.

For the purpose of holding examinations the province is to be divided into four districts, namely, the Cumberland, Pictou, Inverness and Cape Breton districts, the limits of which are to be defined by the Commissioner. The examination of candidates in each district is to be conducted by not less than two members of the Board asisted by one or more experienced miners. The governor-in-council may make regulations for the examination of applicants for certificates of competency as mine examiners, and prescribing the subjects in which they are to be examined. Any person who within six months prior to March 3, 1904, has been performing the duties of mine examiner is entitled to receive a certificate of service equivalent to a certificate of competency as mine examiner.[3]

Inspection.—The clauses of the Coal Mines' Regulation Act relating to inspection are revised, the powers of the Inspector bing extended to Deputy Inspectors. An owner, agent or manager of a mine must keep in his office at the mine an accurate plan showing the workings of the mine up to three months or less previously. The law formerly re-

[1]Nova Scotia statute, 1910, chapter 17, section 20.

[2]Nova Scotia statute, 1910, chapter 30.

[3]Nova Scotia Statutes, 1910, chapter 36.

quired the plan to show the workings up to six months or less previously. The rule which required the coal during the process of holeing and undercutting to be supported by spraggs or wooden props under the direction of a person appointed for the purpose, was previously enforceable when required by the Inspector. It is now enforceable also when required by a deputy inspector. The rules as to the use of explosives are also amended in cases governing their use in mines in which inflammable gas has been found on three consecutive days during the two preceding months, in quantity to show in the safety lamp. Under the exceptional circumstances in which explosives may be used in these cases, and also in any mine where gas has similarly been found during three months previously, no shot shall be fired except by a person holding a certificate as a shot firer. The shot firer in question, moreover, must examine the place where the shot is to be fired and the places contiguous and must have found such places safe. The law now adds that after a shot has been fired the shot firer must return immediately to the place and satisfy himself that no dangerous condition has been produced by the firing of the shot.[4]

Pensions for School Inspectors and School Teachers.

An act providing annuities for inspectors of schools requires every inspector to pay into the Provincial Treasury the sum of fifty dollars a year to be applied to the formation of a fund to be known as "The School Inspectors' Annuity Fund." A school inspector who has completed thirty years of service is to be entitled, on retiring at sixty-five years of age or upwards, to a pension equal to one seventy-fifth of his annual salary at retirement for each year of service, and in addition the sum of five dollars for each year of service as a public school teacher before his appointment as a school inspector. The annuities are to be paid semi-annually. If an inspector under sixty-five years of age is disabled by sickness or other permanent disability from performing his duties or otherwise earning a livelihood he is entiled to the allowance as above prescribed. No annuity, however, may exceed $600.[5]

An act consolidating the amendments to the Educatlon Act restates the provisions included in 1906–07 with regard to public school teachers' annuities.[6] The same act restates the legislation of 1909, rendering public school buildings available as technical or miners' schools, and that of 1901 with respect to manual training grants.[7]

Protection of Children.

An act was passed establishing a Juvenile Court for the Province of Nova Scotia and a further act amending and consolidating the act respecting the maintenance and reform of juvenile offenders.[8]

Dominion Government Annuities.

By special act annuities under the Dominion Government Annuities Act of 1908, are declared exempt from seizure or attachment and unaffected by trust or lien.[9]

Miscellaneous.

Other important acts of the Session included a consolidation of the Public Health Act;[10] an Act relating to the sale of intoxicating liquors, to be cited as the Nova Scotia Temperance Act, 1910, which enforces prohibition throughout the province except in the City of Halifax and in the Counties of Richmond and Halifax, in which the enforcement is to occur at the expiration of the licenses.[11] a consolidation of the Crown Lands' Act, which contains a clause giving the governor-in-council power to prohibit the export of pulp wood from lands under lease or license from the Crown;[12] an Act for codifying the law relating to the sale of goods;[13] an Act for further facilitating the incorporation of Farmers' Fruit Produce, and Warehouse Associations;[14] and, an Act relating to Provincial Land Surveyors.[15]

[4]Nova Scotia Statutes, 1910, chapter 37.

[5]Nova Scotia Statutes, 1910, chapter 12.
[6]Nova Scotia Statutes, 1910, chapter 24, pages 186-7.
[7]Nova Scotia Statutes, 1910, chapter 24, pages 174 and 176.
[8]Nova Scotia Statutes, 1910, chapters 8 and 9.
[9]Nova Scotia Statutes, 1910, chapter 13.
[10]Nova Scotia Statutes, 1910, chapter 6.
[11]Nova Scotia Statutes, 1910, chapter 2.
[12]Nova Scotia Statutes, 1910, chapter 4.
[13]Nova Scotia Statutes, 1910, chapter 1.
[14]Nova Scotia Statutes, 1910, chapter 40.
[15]Nova Scotia Statutes, 1910, chapter 5.

INTERNATIONAL CONFERENCES ON INDUSTRIAL AND SOCIAL REFORM.

DURING the month of September the Hon. W. L. Mackenzie King, Minister of Labour, attended conferences as the representative of Canada at The Hague, Brussels, Paris and Lugano, all dealing with important questions of industrial social reform.

The first conference was that on Social Insurance held at The Hague September 6 to 8. The problems considered at this conference were insurance against accident unemployment, sickness, invalidity and old age. A very large number of delegates were in attendance, including the official representatives from the governments of nineteen different countries. A permanent International Committee was formed the aim of which will be to facilitate an exchange of opinion and bring together from all available sources, information and statistics on the subject of industrial insurance likely to be of service to the governments of the several countries.

The conference at Brussels was one devoted to the subject of Higher Technical Education. It opened on September 9 and closed on the twelfth and dealt for the most part with courses of studies in the higher branches of technical education, particularly those relating to civil and mining engineering. The Minister at this conference took opportunity to acquaint the representatives of the several countries present with the work of the Royal Commission on Industrial Training and Technical Education in Canada and took steps to facilitate the work of the Commission when it visits Europe.

During his stay in Brussels Mr. King also attended a Conference on Professional Diseases and Industrial Accidents.

From September 18 to the 21 the Minister attended a Conference on Unemployment in Paris. At this conference representatives from a great many countries were present, and numerous reports were presented dealing with various phases of unemployment as these had developed in different countries.

The Sixth General Meeting of the Committee of the International Association for Labour Legislation was held in Lugano, Switzerland, September 26 to 28. Delegates from many countries were present and discussed such important questions as the use of lead in paints, industrial poisons, home work and the sweating system, night work of young persons, workingmen's holidays, a maximum working day and the eight-hour shift in coal mines.

ROYAL COMMISSION ON INDUSTRIAL TRAINING AND TECHNICAL EDUCATION—STATEMENT OF PROCEEDINGS DURING OCTOBER.

DURING the month of October, 1910, the Royal Commission on Industrial Training and Technical Education visited thirteen points in Ontario, and held altogether thirty sessions. The localities visited included Belleville, Peterborough, Toronto, Hamilton, Brantford, Galt, Guelph, Berlin, London, St. Thomas, Chatham, Windsor and Walkerville. In addition, members of the Commission visited Niagara Falls and Simcoe.

On October 4, the Commission called officially on Sir James Whitney, the Premier of Ontario, and were cordially received, several members of the Ontario Legislature being present. On October 13, the Commissioners were the guests at a luncheon of the President of the Ontario Agricultural College at Guelph. The acting principal, teachers and pupils of the Berlin High School also entertained the Commission at luncheon on October 14, the meal being prepared by pupils in Domestic Science and the guests being entertained by an orchestra composed of pupils of the school. On October 20, the officers of the Twenty-fourth Regiment entertained the Commission at a dinner at Chatham, Ont., and on October 26 a civic luncheon was given in honour of the Commission by the Mayor and City Council of Toronto.

DOMINION PUBLIC HEALTH CONFERENCE HELD AT OTTAWA, ONT.

AN important conference was held at Ottawa, Ont., October 12 and 13, 1910, under the auspices of the Conservation Commission of Canada, for the discussion of certain aspects of the work of the Commission having reference to the preservation of the public health. Four Committees of the Commission presented reports which were carefully discussed, and which were followed in each case by the formulation of a definite policy on the part of the Commission.

The Pollution of Waterways.

The Committee on the pollution of interprovincial and national waters presented a report which recommended: (1) the enactment by the Government of Canada of a law prohibiting the deposition of raw sewage, garbage and factory waste in the waterways of Canada, a draft Bill being presented in this connection; (2) that the Provinces be empowered to administer the proposed Act in order to avoid conflict of jurisdiction; (3) that the construction of sewage systems by municipalities be subject to the control of the Provincial Boards of Health; (4) that the Provinces provide for the supervision of all water purification and sewage disposal plants; and, (5) that the Government confer with the Governments of the United States to prevent any further pollution of international waters.

Tuberculosis.

The Tuberculosis Committee recommended that the Commission take early steps to secure from the different governments areas of Crown lands in suitable localities, to be set apart for colonists of tuberculized people and their families for settlement on such conditions as may be found practicable. It was further suggested that in the event of any system of workmen's insurance being established by the Federal Government provision be made whereby tuberculized people, if recipients of sick benefits, shall be required to take advantage of such sanatorium treatment as circumstances may permit of. It was further resolved to ask the Federal Government for a grant of money to be expended by the Commission for the suppression of tuberculosis. The meeting also endorsed the recommendations set forth in the report of the International Commission on bovine tuberculosis.

The Harmonizing of Health Laws.

The Committee on the Harmonizing of Health Laws recommended that the Provinces adopt a standardized plan of collecting and tabulating vital statistics, namely, the International system, which has already been accepted by Ontario and Manitoba. The need of securing information promptly by the Director-General of Public Health and the Commission's Committee of Public Health was also pointed out.

National Council of Health.

Perhaps the most important resolution of the convention was that asking the Government to establish a National Council of Health under the Conservation Commission, to consist of an official representing each branch of a Federal Department engaged in public health work, and a representative from the public health service of each province or territory. The Council, it was recommended, should hold annual meetings to discuss legislation and the administration of legislation, to advise in cases of epidemic disease, &c. It was also recommended that a National Public Health Laboratory be established to investigate public health problems, to manufacture vaccines, toxines, &c., and to investigate technical problems, such as the pollution of streams, housing conditions, ventilation of schools, &c., &c.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, &c., are published except where otherwise stated, by courtesy of the Department of the Interior, Canada.

DURING the month of August and September, 1910, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Boards of Trades, was as follows:—

BRITISH EMIGRATION DURING AUGUST, 1910.

Nationality.	1910	1909
English	9,661	6,029
Welsh	134	162
Scotch	3,236	2,357
Irish	602	454
British Colonial	1,570	788
Total British subjects	15,203	9,790
Foreign	4,329	2,249
Total	19,532	12,039

During the eight months ended August 31, 1910, the number of passengers leaving the United Kingdom as above, was:

Nationality.	1910	1909
English	80,793	49,918
Welsh	1,675	867
Scotch	27,195	13,801
Irish	4,905	3,036
British Colonial	3,624	2,098
Total British subjects	118,192	67,720
Foreign	28,625	18,566
Total	146,817	82,286

BRITISH EMIGRATION DURING SEPTEMBER, 1910.

Nationality.	1910	1909
English	11,605	6,533
Welsh	227	157
Scotch	3,732	2,170
Irish	737	535
British Colonial	2,389	730
Total British subjects	13,690	10,175
Foreign	4,340	2,681
Total	23,030	12,856

During the nine months ended September 30, 1910, the number of passengers leaving the United Kingdom as above, was:—

Nationality.	1910	1909
English	92,398	50,451
Welsh	1,902	1,024
Scotch	30,927	15,971
Irish	5,642	3,751
British Colonial	6,013	2,878
Total British subjects	136,882	73,895
Foreign	32,965	21,247
Total	169,847	95,142

Homestead Entries.

The following statement shows the number of homestead entries made during September, 1910, as compared with September, 1909:—

NUMBER OF HOMESTEAD ENTRIES MADE JANUARY-SEPTEMBER, 1910 AND 1909.

MONTH.	MANITOBA.		SASKATCHEWAN.		ALBERTA.		BRITISH COLUMBIA.	
	1910	1900	1910	1909	1910	1909	1910	1909
January	152	125	976	605	1,558	566	12	12
February	161	168	1,069	636	1,007	543	17	17
March	202	219	2,688	1,271	1,901	1,077	28	25
April	324	231	4,240	2,395	2,602	1,934	25	44
May	281	170	3,745	1,611	2,328	1,433	20	29
June	354	268	3,440	2,367	1,985	1,569	23	21
July	307	300	2,576	2,304	1,356	1,617	21	27
August	261	192	1,958	1,418	1,258	1,194	23	28
September	258	187	1,530	1,316	1,077	1,368	16	13
October								
November								
December								
Total	2,300	1,860	22,222	13,903	1,5090	11,319	185	216

Total number of entries from January, 1910.....39,797
January 1, 1909.....27,298

Net increase from January 1 to September 1, 1910,.....12,499

A statement of the entries made during the first nine months of the calendar year, 1910, compared with the same period of 1909, is as follows:—

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF SEPTEMBER, 1910, AS COMPARED WITH SEPTEMBER, 1909.

AGENCY.	MANITOBA.		SASKATCHEWAN.		ALBERTA.		BRITISH COLUMBIA	
	1910	1909	1910	1909	1910	1909	1910	1909
Battleford			172	133				
Brandon	2	6						
Calgary					353	506		
Dauphin	65	65						
Edmonton					413	308		
Estevan			64	61				
Humboldt			110	110				
Kamloops							16	13
Lethbridge					57	438		
Medicine Hat			50		112			
Moose Jaw			319		557			
New Westminster								
Peace River					15	5		
Prince Albert			125	86				
Regina			37	37				
Red Deer					127	129		
Saskatoon			265	270				
Swift Current			296					
Winnipeg	191	116						
Yorkton			92	62				
Total	258	187	1,530	1,316	1,077	1,386	16	13

Total number of entries for September, 1909..... 2,902
September, 1910..... 2,881

Net decrease for September, 1910.....

Nationalities of Homesteaders.

Of 809 homestead entries made during September, 1910, by persons coming from the United States, there were 330 from North Dakota, eighty-seven from Minnesota, forty-five from Iowa, forty-one from Washington, thitry-eight each from Michigan and Wisconsin and thirty-four respectively from Illinois and South Dakota.

Abstracts of letters patent, covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon territory, issued during the month of September, 1910, as compared with September, 1909, are as follows:—

LETTERS PATENT ISSUED DURING SEPTEMBER, 1910–1909.

Nature of Grant.	September, 1910	
	No. of Patents.	No. of Acres.
Alberta Railway & Irrigation Company's sales	6	4,801.00
British Columbia homesteads	10	1,481.80
British Columbia sales	1	346.00
Coal lands' sales	7	1,615.00
Commutation grants		
Homesteads	1,629	257713.199
Hudson's Bay Company		
License of occupation		
Manitoba Act grants	1	34.80
Mining lands sales	1	27.10
Mineral rights (4,013.50 acres)	16	
North West half-breed grants	21	3,713.59
Parish sales		
Quit claim, special grants (161 acres)	1	
Railways—		
Calgary & Edmonton Railway	1	160.00
Canadian Northern Railway	7	3,471.08
Canadian Pacific Railway grants	1	6.48
Canadian Pacific Railway road-bed and station grounds	5	175.89
Grand Trunk Pacific Railway	8	368.07
Manitoba & Southeastern Railway	1	160.00
Sales	30	3,509.88
School lands' sales	26	2,611.2325
Special grants	27	460.885
Yukon Territory sales		
Totals	1,799	280,656.20

The nationalities of homesteaders during September, 1910, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, were as follows:—

NATIONALITIES OF HOMESTEADERS DURING SEPTEMBER, 1910.

NATIONALITIES.	PROVINCES.				Total.
	Manitoba.	Saskatchewan	Alberta.	B. Columbia.	
Canadians from Ontario	13	130	147	1	291
" Quebec	2	27	32	.....	61
" Nova Scotia	.....	2	7	.....	9
" New Brunswick	.....	1	10	.....	11
" Prince Edward Island	1	.....	4	.....	5
" Manitoba	26	42	9	1	78
" Saskatchewan	.....	300	6	.....	306
" Alberta	.....	6	63	.....	69
" British Columbia	.....	2	2	1	5
Persons who had previous entry	33	31	43	3	110
Newfoundlanders	1	.....	.....	.....	1
Canadians returned from the United States	.....	19	12	.....	31
Americans	17	418	341	2	778
English	26	235	150	4	415
Scotch	16	39	38	1	94
Irish	3	12	18	1	34
French	5	16	6	.....	27
Belgians	1	2	1	.....	4
Swiss	.....	3	1	.....	4
Italians	.....	4	.....	1	5
Roumanians	.....	9	.....	.....	9
Syrians	1	2	1	.....	4
Germans	4	42	23	.....	69
Austro-Hungarians	73	58	60	.....	191
Hollanders	1	2	6	.....	9
Danes (other than Icelanders)	.....	2	11	.....	13
Icelanders	1	1	1	.....	3
Swedes	2	40	32	.....	74
Norwegians	1	42	27	.....	70
Russians (other than Mennonites and Doukhobors)	29	42	26	.....	97
Mennonites	.....	.....	.....	.....	.....
Doukhobors	.....	.....	.....	.....	.....
Chinese	.....	.....	.....	1	1
Japanese	.....	.....	.....	.....	.....
Persians	.....	.....	.....	.....	.....
Australians	.....	.....	.....	.....	.....
New Zealanders	.....	.....	.....	.....	.....
Algerians	1	.....	.....	.....	1
Hindoos	1	.....	.....	.....	1
Mexicans	.....	1	.....	.....	1
Total	258	1,530	1,077	16	2,881

Number of souls represented by above entries, 6,489.

In September, 1909, the number of patents issued was 1,846, covernig an area of 283,123.89 acres, showing a decrease for the month of September, 1910, of forty-seven in the number of patents issued and of 2,467.69 acres in the area patented.

Notes.

For the fiscal year ending March 31 immigrant arrivals by Provinces were as follows: Ontario, 46,129; Alberta, 42,509 British Columbia, 30,532; Saskatchewan, 29,128; Quebec, 28,524; Manitoba, 21,049; Maritime Provinces, 10,644. The United States immigrants went mainly to Saskatchewan and Alberta, although Ontarrio and Quebec each received about ten thousand of them. Nearly two-thirds of British Columbia's immigration came from the United States.

An investigation was conducted by the Department of Trade and Commerce, Canada, at Vancouver, B.C., into the alleged entry into Canada of several Chinese in contravention of the provisions requiring payment of head tax. It has been decided as a result of the investigation that in future when a Chinaman leaves Canada he must be photographed in order that his picture can be attached to the certificate.

RETAIL PRICES OF STAPLE ARTICLES OF

The accompanying table sets forth the retail prices prevailing on, or about, the fifteenth day of the month pre-
living in the leading centres of industry throughout Canada.

The list of commodities includes twenty-eight varieties of food, with fuel and coal oil. In addition a statement
usually occupied by workingmen.

The exact quality for which the quotation is given is set forth in the case of each commodity, and every care
may be available for purposes of comparison.

The list of localities includes nearly every place having a population of 10,000 people, and is representative of

The quotations contained in the table have been furnished by the correspondents of the *Labour Gazette* in th
the Department.

RETAIL PRICES OF STAPLE

LOCALITY.	Beef.		Veal, forequarter, per lb.	Mutton, hindquarter, per lb.	Pork.		Bacon, best smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure leaf, per lb.	Eggs.		Milk, per quart.	Butter.		Cheese.		Bread.		Flour, strong bakers, per lb.	Rolled Oats, per lb.
	Sirloin steak, best, per lb.	Medium chuck, per lb.			Fresh roasting, per lb.	Salt, per lb.				New laid, per doz.	Packed, per dozen.		Dairy, tub, per lb.	Creamery prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.		
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	lb.	cts	cts.	cts.
Nova Scotia—																				
Sydney	20	15	12½	15	18	18	25	5	20	30	26	10	25	30	18	....	1	6	6½	5
Westville	15	12	8	14	16	17	23	6	20	27	25	7	25	28	16	16	3	4½	4	4
Halifax	22	12–15	10	15	17	14	20	5–15	20	35	27	8	25	30	17	16	1½	4⅔	4	4
Amherst	18	14–16	....	14	16	14	24	20	20	28	25	6–7	22	27	16	16	1½	4½	4	4
Prince Edw. Isl.																				
Charlottetown	14–16	11–14	10	12–14	16–17	14–15	22	15–	18	20	18	6	20–22	24–25	16–18	18	2	3½	3½	4
New Brunswick																				
Moncton	20	12	....	14	16	16	25	6–18	20	25	....	7	24	27	....	18	2	4	3½	4
New Castle	20	14	10	15	18	18	20	5	18	25	25	7	25	27	16	15	2	4	4	4
St. John	20	14	12	15	16	16	20	....	20	35	27	7	26	28	18	16	1½	4½	4	4
Quebec—																				
Quebec	14–17	13–15	12–14	14	17	18	20–22	8	20	30–32	22–25	8	24–27	28–30	16	15	6	3½	3	5
Three Rivers	17	14	10	15	16	16	22	8-12	20	30	22	7	25	26	20	16	6	3	3	4
Sherbrooke	20	8–10	8–12	16	18	18	22	8–10	21	35	30	7	25–30	30	16	16	2	5	3½	4
St. Hyacinthe	12–15	10	8	12	15	15	18–22	10–20	18	30	25	6	27	30	16	16	6	3	3	4
St. Johns	16	14	18	14–16	15	16	20–22	12–18	20	30	....	6	25	28	18–20	15	...	3½	3	4
Maisonneuve	18	15	10	14	17	16	20	8–20	20	30	25	7	28	30	18	16	3	4½	4	4
Montreal	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Hull	13–15	13–15	6½–7	10–12	16–17	16	18–22	7–12	18	25–26	....	6	25–26	27	15–16	....	6	3½	2–4-5	3

CONSUMPTION, CANADA, DURING OCTOBER, 1910.

ceding the present is ue of the *Labour Gazette*, of the more important staple commodities entering into the cost of
is given of the rental of a representative workingman's dwelling of the better class in the quarter of each locality,
has been taken to ensure that the quotations in each case refer to the same class of commodity, in order that the statistics
every Province in the Dominion.
respective localities, under detailed instructions as to sources of information, quality of goods to be quoted, etc., from

DEPARTMENT OF LABOUR, CANADA,
RETAIL PRICES: TABLE, No. 8.

OMMODITIES, CANADA, OCTOBER, 1910.

Rice, good, medium, per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar. Granulated in dollar lots, per lb.	Sugar. Yellow, in dollar lots, per lb.	Tea. Black, medium, Indian or Ceylon, per lb.	Tea. Green, medium, Japan per lb.	Coffee, medium, Mocha, per lb.	Potatoes, per bag, of 1½ bushel.	Vinegar, White Wine, XXX per quart	Starch, laundry, per lb.	Coal. Anthracite, per ton of 2,000 lbs.	Coal. Bituminous, per ton of 2,000 lbs.	Wood. Hard, beet, per long cord.	Wood. Soft wood, per cord.	Coal oil, per gallon.	Rent, per month.
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	$ cts.	$ cts.	$ cts.	$ cts.	cts.	$ cts.
5	5	12	12	6	5½	25–60	.....	30–40	1.13	10	8½	7.50	3.00	4.00	.....	22	18–20
5	5	10	10	6	5½	30	25	35	75	10	10	.....	3.20	3 50–4.00	.....	20	5–15
5	5	10	8	6	5	30	50	30–40	1.05	10	10	7.00	5.00–5.25	5.50	3.50	20	12-18
5–6	5	12	10–14	6	5	35–40	40	40	75	10	10	6.50	4.65	5.00	4.00	22	10$15
5	5	12	10–12	6	5	25	30	40	48	12	10–12	6.50	.....	.....	1.25	25	6–8
5	5	12	10	6	5	35	40	40	75	10	12	6.50	5.50	4.50	3.50	23	14
5	5	12	10	6	5½	30	.....	40	65	12	10	7.00	5.00	4.00	3.00	25	8
5	5	.....	10	6	5½	30	50	40	1.05	10	12	6.50–7.00	5.10	8.00–9.00	4.00	20	9
5	5	13	12	5–	5	25–30	25–30	40	60–70	20	10	7.25	4.75	6.00–7.00	4.50–5.50	18	16–18
4	5	12	12	6	5½	30–50	25–50	25–50	75	15	8	6.75	5.00	6.50	4.00	18	8
5	8	12½	10–12½	6	5½	40	40	40	75	10	8	7.50	5.90	4.25–4.75	3.50–4 00	25	11–14
5	5	12	13	6	5½	30–60	30–60	40	75	5–7	8	7.00	5.50	5.00–7 50	4.00–4.50	20	8–9
5	5	11	11	6	5½	35	35–40	40	60	10	8	6.25	5.00	8.00	6.00	20–22	8
4	5	12	10	5	4½	30	25	30	75	20	10	6 75–7.00	4.50	8.00	6.50	18	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4	4	12	7	5½	5	40	40	40	80	10	8	7.50	5.50	5.50	.....	18	10–15

RETAIL PRICES OF STAPLE

LOCALITY	Beef.		Veal, forequarter, per lb.	Mutton, hindquarter, per lb.	Pork.		Bacon, best, smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure leaf, per lb.	Eggs.		Milk, per quart.	Butter.		Cheese.		Bread.		Flour, strong, bakers, per lb.	Rolled oats per lb.
	Sirloin steak, best, per lb.	Medium chuck, per lb.			Fresh, roasting, per lb.	Salt, per lb.				New laid, per doz.	Packed, per doz.		Dairy, tub, per lb.	Creamery, prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.		
Ontario—																				
Ottawa	17–18	12½	12½–15	15	18	18	22	15	20	35–40	25–30	7	27	29	19	17	3	3⅔	3½	4
Kingston	20	15	10	15	15–18	18	23	12½	20	23	....	5	....	28	16	....	3	3⅓	3–3½	5
Peterborough	20	12	12½	15	18	17	25	18	20	30	....	6	25	30	18	17	2	5	3½	5
Toronto	20–22	8	8	12–15	20–25	17–18	23	15–16	18	35–40	28–30	8	27–30	32	17–18	14–15	3	4	3	3
Niagara Falls	18	10	15	20	20	16	25–28	12	20	28	....	7	30	32	17	16	1½	4	3¼	5
St. Catharines	18	12½	15	15	18	15–18	26–28	13–15	18	35	32	7	27	30	18	15	3	4	4	4
Hamilton	18–20	12–15	14–18	15–20	19	19	26	12½–20	20	35–40	30–32	7	30	32	20	15	1½	3⅔	3	4
Brantford	20	12	14	18	18	16	23	13	20	28	....	6	....	27	18	15	1½	3⅔	3½	5
Guelph	20	15	13	18	20	18	22	12½	20	30	....	6	26	28	20	17	3	4	2½	4
Berlin	18	14	15	15	20	20	25	10	20	27	25	6	25	28	18	17	2	3	3½	4½
Woodstock	18	11	14	15	20	18	28	10–13	20	28	....	6	28	28	20	15	2	3	3	3
Stratford	18	15	13	16–18	22	20	25	12½	18	25	....	6	25	26	17	15	1½	4	3	4
London	18	12	12	15	18	18	24	15	20	28	....	6	24	28	20	16	1½	4	3½	5
St. Thomas	20	14	14	17	20	17	24	12½	19	27	....	6	25	28	18	16	1½	4	3	3
Chatham	18	12½	15	18	18–20	....	25	12½	20	25	....	6	20	25–30	18	16	1½	4	3	3
Windsor	18	10–12	9	12½	18	16	24	15	20	27	....	8	26	32	24	20	2	3	3	5
Sault Ste. Marie	20	14	15	17	18	18	23	12½	18	35	30	7	25–27	30	....	16	1½	5	3¼	4½
Port Arthur	22	15–18	15	20	25	20	25–30	12–15	20	35–40	30	10	30	30–35	....	20	2	3½	3–25	3
Manitoba—																				
Winnipeg	22	10	12½	23	23	20	30	18	20	30	25	8½	28	33	18	15	...	5	3	4
Brandon	17	12½	15	20	20	18	27	15–18	25	30	....	10	25	30	18	18	1½	4	3½	5
Saskatchewan—																				
Regina	22	15	20	20	18	15	35	15	25	20	35	10	35	35	20	....	1½	4	3½	5
Moose Jaw	20	12½	12½	20	20	20	30	15	22½	40	35	12½	30	35	20	20	4	6½	3	4
Alberta—																				
Calgary	18	10–12½	12½	18	20	22	26	12½–15	20	40	35	8	25	35	18	17½	1½	4½	2¾	3½
Edmonton	15	10–12½	13	18	20	24	28	20	22	30	....	10	30	35	20	20	1½	4	3½	4
British Columbia																				
Nelson	20–22	15	15	20–22	20	20	25–30	12½–15	20–22	50	35	12½	30	40	....	20	1	10	4	2½
New West'min	18	12½	16	25	23	18	27½	15	22	55	40	10	40	40	20	20	1½	6⅔	3½	5
Vancouver	18	10	10	18	20	20	30	10	20	50	35	10	30	35	20	....	1½	4	3½	3
Victoria	20	14	18	20	18–20	18	35	10–12½	25	60	35	10	27½	50	20	20	1	10	5	....
Nanaimo	20	15	16	25	20	23	30	10	20	50	35	10	30	40	20	....	2	4½	4	5

[1]Ton of 2,240lb. [2]Only coal used. [3]Lignite. [4]Per 100 lbs. [5]Rock. [6]Delivery extra.

DEPARTMENT OF LABOUR, CANADA.
RETAIL PRICES: TABLE, No. 8,

OMMODITIES, CANADA, OCTOBER, 1910.

Rice, good, medium, per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar.		Tea.		Coffee, medium, Mocha, per lb.	Potatoes, per bag, of 1½ bushel.	Vinegar, White Wine, XXX, per quart.	Starch, laundry, per lb.	Coal.		Wood.		Coal oil, per gallon.	Rent, per month.
				Granulated, in dollar lots per lb.	Yellow, in dollar lots, per lb.	Black, medium, Indian or Ceylon, per lb.	Green, medium, Japan, per lb.					Anthracite, per ton of 2,000 lb.	Bituminous, per ton of 2,000 lb.	Hard, best, per long cord.	Soft wood, per cord.		
5	5	10	10	5½	5	30	30	35	75	10	8	7.50	5.50	6.50	3.50	20	9–12
5	5	10–12	13	6	5	35	35	30–40	80	10–13	8–10	7.00	6.25	7.00	4.15	18	6–10
0	5	12½	10	6	5½	40	40	40	1.00	10	10	7.50	5.50	6.00	3900	20	12
4	5	10	8½	6	5	25	25	25–40	70–75	10	7	7.00	5.50–6.00	7.50–8.00	5.50	18	16–18
5	8	.....	10	6½	5½	30–50	30–50	40	1.05	10	8	6.00	4.00	7.00	5.00	20	10–15
5	5	.....	10	7	6	40	40	30	90	10	8	6.75	.....	8.00	5.00–6.00	17	11
5	5	5	10	6	6	35–40	35–40	40	75	8	8	6.75	5.50	7.00	5.50	18	15
7	5	.....	8	6½	5–1517	25–40	25–40	35	75	10	9	7.00	5.00	8.00	5.00	16	10
5	5	10	10	6	5½	25–50	25–50	25–40	60	10	8	6.75	5.00	8.00	5.50	18	10
5	5	.....	8½	6	5½	30	30	30	75	10	8	6.75	4.50	8.00	5.00	20	10–12
4	5	10	10	6	5½	25	25	25	75	10	10	6.75	4.00–4.50	7.50	6.00	16	8
5	5	8	10	6½	5½	25	25	30	75–80	10	10	7.00	6.00	8.50	7.00	18	8–12
5	5	10	12½	6½	6	30	30	40	70	10	8	7.00	6.50	8.00	6.00	15	10–13
5	5	10	10	6	5½	40	40	40	90	10	10	7.00	6.00	6.50	5.50	18	12
7	5	.....	10	6½	6	25–50	25–50	40	1.00	10	8	7.00	5.00	.....	[2]	15	8–10
5	7	12½	10	6	5	30	30	30	90	10	10	7.50	5.00	8.00	4.50	20	12–15
5	5	12½	10	6½	6	30	30	30	90	10	10	8.00	5.50	6.00	5.00	25	10–15
5	5	10	10	6½	6½	25–60	30–40	25–40	1.00	10	8–10	8.00	6.00	6.00	4.00	25	12–25
6½	4½	12	10	6	5½	35	35	35	1.65	15	10	10.50	9.00	7.50	6.00	35	20–25
7	5	15	10	7	6¾	35	35	35	1.10	10	10	11.25	9.00	6.00	5.00	35	15–30
8	6	12½	8½	7	6¾	30–50	40	35	85	15	10	12.50	6.50	8.00	7.75	35	30
5	7	15	12½	6¾	6	40	40	40	1.25	15	10	13.50	8.00	.....	9.50	35	25–35
5	5	15	8–10	6	6	25–33	35	35	1.30	15	10	8.50	6.50–6.75	2.00[5]	1.75	35	25–30
5	5	13	10	6½	6	40	40	40	90	20	12½	.....	3.50–4.00	3.00	.....	30	20
8½	8	15	10	7	6	50	50	40	2.75[4]	20	12½	9.50–10.00	7.00–8–25	.....	6.00	50	15–20
6	6	12½	8	6¾	5½	35	35	40	1.20	10	8	7.75	.....	.....	5.00	40	20
4	5	10	8	6	5½	35	40	35	1.50	12½	8	.....	7.50	4.50	.....	40	20–25
6	6	12½	12½	6½	6	35	35	40	1.25	20	10	11.50	6.50–7.50	.....	6.00	50	18–20
6	5	12½	8	6½	5½	40	40	40	1.75[4]	20	12½	.....	4.50[6]	.....	.....	40	8–12

INDUSTRIAL ACCIDENTS DURING THE MONTH OF OCTOBER, 1910.

Under this heading, account is taken of such accidents only as were sustained by workmen in the course of their employment, and resulted in loss of life or limb of other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country to correspondents of the *Labour Gazette*. The Department is also indebted to the Bureau of Mines of Ontario, and British Columbia, to the office of the factories' inspector of the Province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, for their assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 390 individual work people in Canada during the month of October, 1910, were reported to the Department of Labour. Of these, 115 were fatal and 275 resulted in serious injuries. In addition, one fatal accident was reported as having taken place prior to the beginning of the month, information not having been received by the Department before October, 1910.

In the preceding month there were ninety-one fatal and 181 non-fatal accidents reported, a total of 272, and in October, 1909, there were 146 fatal and 293 non-fatal accidents, a total of 439. The number of fatal accidents reported in October, 1910, was therefore twenty-four more than in the preceding month and thirty-one less than in October, 1909. The number of non-fatal accidents reported in October, 1910 was 114 more than in the preceding month and eighteen less than in October, 1909. Altogether there were 118 more industrial accidents reported in October, 1910, than in the preceding month and forty-nine less than in the same month of the preceding year.

Of 238 returns received during the month giving the ages of the victims of industrial accidents, thirty referred to persons under twenty-one years of age, eighty-three to persons between twenty-one and forty-five, and twenty to persons over forty-five. One hundred and five persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING OCTOBER, 1910, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed.	Injured.	Total
Agriculture	19	37	56
Fishing and hunting	4	.....	4
Lumbering	8	9	17
Mining	10	19	29
Building trades	6	31	37
Metal trades	6	54	60
Woodworking trades	.....	25	25
Printing trades	.....	1	1
Textile trades	.....	4	4
Food and tobacco preparation	2	5	7
Leather trades	.....	1	1
Railway service	20	26	46
Navigation	9	6	15
General transport	10	18	28
Public employés	1	12	13
Miscellaneous	13	9	22
Unskilled labour	7	18	25
Total	115	275	390

Nature of Fatalities and Accidents.

The chief disasters of the month, causing the death of more than one workman, were: the burning to death of a caretaker and two pool room employés at a fire in Montreal, Que.; the death of three trainmen in a head-on collision at Geneva Station, Ont.; the killing of two labourers at the Outremont quarry, Montreal, Que.; the drowning of two members of a survey party in Shawatlans Lake, B.C.; and the death of two prospectors at Pitt Lake, B.C.

Disastrous Fire at Montreal, Que.

On October 13, in a fire which destroyed a business block in Montreal, Que., the caretaker of the building and two pool room employés were burned to death. The caretaker's wife and two children also lost their lives at the same time.

Fatal Head-on Collision at Geneva Station, Ont.

On October 15, as the result of a head-on collision which occurred 117 miles west of North Bay on the Canadian Pacific Railway near a station called

Geneva two engineers and a fireman were instantly killed. The collision above mentioned took place between the Imperial Limited westbound express and a stock train.

Two Labourers Killed in Hurricane at Montreal, Que.

On October 1, during a hurricane which occurred in the city of Montreal, Que. and surrounding district, two labourers engaged in erecting a stone crusher at the Outremont quarry, Montreal, Que., were killed and two seriously wounded, the scaffold on which they were working having collapsed.

Double Drowning at Shawatlans Lake, B.C.

On October 7, the canoe in which a survey party was crossing Shawatlans Lake, near Prince Rupert, B.C., was capsized by a squall and two members of the party were drowned.

Two Prospectors Killed at Scott Creek, Pitt Lake, B.C.

On October 18, the bodies of two prospectors were discovered on the shores of Scott Creek, Pitt Lake, B.C. The men were apparently crushed to death by a tree crashing through their tent.

Records by Industries and Trades.

Agriculture.—In this industry nineteen fatal and thirty-seven non-fatal accidents were reported in October, 1910, compared with twenty-two killed and thirty-five injured in September, 1910, and twenty-five killed and forty injured in October, 1909. Six farmers met death by accident through being run over, four in runaways, three by machinery, two by falls, and one each by tools, by live stock, by fire arms and by electric shock. Eleven of the serious accidents were caused by machinery, ten by falls, four by runaways, three each by live stock, by falling material and by tools, and one each by a collision, by flying material and by electric shock.

Fishing and hunting.—Three fishermen were drowned and a hunter was accidentally shot during October, 1910, In the previous month there was one death by drowning; in October, 1909, there were seven fatal and two non-fatal accidents.

Lumbering.—There were eight workers killed and nine injured during October, 1910, compared with seven killed and seven injured the month before and three killed and nine injured in October a year ago. Six of the deaths were due to falling material and one each to an explosion of a boiler and to machinery. Four of the minor accidents were due to machinery, three to falling material and two to an explosion of a boiler.

Mining.—Of these workers ten were killed by accident and nineteen injured in October, 1910, as against eleven killed and fifteen injured in September last, and forty-five killed and twelve injured in October, 1909. Five of the fatalities were caused by falling material, two respectively by being caught between coal cars and by falls and one by an explosion of fire damp. Of the injuries seven were caused by falling material, six by mine cars, two each by explosions of dynamite and by an explosion of gas and one each by machinery and by flying material.

Building trades.—Six fatalities and thirty-one injuries occurred in these trades, compared with six killed and thirty injured in the preceding month and five killed and twenty-three injured in October, 1909. Four of the deaths were due to falls and two to falling material. Twenty-four of the injuries were due to falls, four to falling material, two to flying material and one to an elevator.

Metal, engineering and shipbuilding trades.—During October, 1910, six workers were killed and fifty-four injured, as against five killed and thirty injured in September, 1910, and nine killed and forty-seven injured in October last year. Of the fatalities two respectively were caused by electric shock and by flying material and one respectively by a fall and by machinery, and of the injuries seventeen were caused by machinery, eleven by falling material, nine by explosions, six by falls, three each by elevators and

by molten metal; two each by flying material and by electric shock and one by a collision.

Woodworking trades. — Twenty-five woodworkers were injured during October last past, as against one killed and six injured in the previous month and one killed and sixteen injured in October, 1909. Eighteen of the injuries were due to machinery, three to flying material, two of falling material and one each to molten metal and to an elevator.

Printing trades.—During October machinery injured one workmen. In the preceding month there were two injured and four injured in October, 1909.

Textile trades. — Machinery caused three injuries and a fall one among these workers. There were no accidents in the month before and five workers were injured in October, 1909.

Leather trades.—To machinery was due one accident in this group during October, 1910. In September last the record was one killed and in October of last year one killed and one injured.

Food and tobacco preparation.—A fall, and machinery caused one fatality each, and elevators three, and machinery two serious injuries, respectively, during October, 1910. In the previous month the records showed two killed and two injured and in October, 1909, seven injured.

Railway service. — During October, 1910, there were twenty killed and twenty-six injured, compared with fifteen killed and thirteen injured in September last and twenty-six killed and forty-four injured in October, 1909. Of the fatal accidents eleven were due to the victim being run over, two respectively to collisions, to falls, explosions and to being caught between cars and one to drowning, and of the non-fatal accidents nine were due to being run over, six to falls, four each to being caught between cars and to collisions, two to being struck by engines and one to machinery.

Navigation.—Nine workers were killed and six injured in October last past, compared with one killed and five injured the month before and seven killed and five injured in October, 1909. Drowning caused five of the deaths and falls and falling material two respectively. Of the other accidents two each were caused by falling material and by machinery and one each by a fall and by being scalded.

General transport. — Among these workers there were ten killed and eighteen injured in October, 1910, as against three killed and thirteen injured in September last and two killed and fifteen injured in October last year. Four each of the deaths were due to falls and to being run over and one each to a runaway and to being burnt to death. Ten of the injuries were due to falls, four to being run over, two to live-stock and one each to a runaway and to falling material.

Public employés.—A special policeman was clubbed to death by robbers at Rainy River, Ont. Twelve other public employés were injured during October, 1910, six by falling material, four by falls and one each by nearly being asphyxiated by gas and by flying material. In September last the record was five killed and nine injured and in October, 1909, three killed and nineteen injured.

Miscellaneous.—Thirteen workers in this group were killed during October, 1910, and nine injured, compared with two killed and two injured the month previous and six killed and twenty-seven injured in October, 1909. Three each of the fatalities were due to falls and to being burned to death, two each to drowning, to machinery and to inhalation of gas and one to an elevator. Four of the injuries were due to machinery, two to explosions and one each to an elevator, to a fall and to flying material.

Unskilled labour. — During October, 1910, seven labourers were killed by accident and eighteen were injured, compared with nine killed and seven injured the month before and six killed and fifteen injured in October, 1909. Four of the fatalities were caused by being run over and one each by a fall, by falling material and by drowning. Of the injuries eight were caused by falling material, four by falls, two each by being crushed and by flying material and one each by an explosion and by machinery.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES, F. No. 84.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF OCTOBER, 1910.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Agriculture—				
Farmer	Mount Hope, Ont.	Oct. 3	1	Run over by plough.
"	L'Assumption, Que.	" 3	1	Fell on pitchfork.
"	Red Deer, Alta.	" 6	1	In a runaway.
"	Lloydminster, Alta.	" 7	1	Run over by thresher.
"	Bright, Ont.	" 12	1	Fell from apple tree.
"	Austin, Man.	" 13	1	Run over by traction engine.
"	Edmonton, Alta.	" 15	1	Run over by street car.
"	Fort William, Ont.	" 17	1	Run over by train.
"	Arcola, Man.	" 20	1	In a runaway.
"	Harriston, Ont.	" 21	1	Gored by a cow.
"	North Portal, Sask.	" 21	1	Run over by train.
"	Vegreville, Alta.	" 7	1	Run over by train.
"	Souris, Man.	" 24	1	Accidental gun shot wound.
"	Clarendon Station, Ont.	" 26	1	Run over by train.
"	Thornhill, Ont.	" 28	1	Run over by a car.
"	Kelowna, B.C.	" 27	1	In a runaway.
"	Smith's Falls, Ont.	" 28	1	In a runaway.
Farm hand	Millville, N.B.	" 3	1	Struck by lightning.
"	Binscarth, Man.	" 21	1	Fell from load of sheaves.
Fishing and hunting—				
Fishermen	Shad Bay, N.S.	" 14	1	Drowned, boat capsized.
"	Black Rocks, N.S.	" 22	1	Drowned, boat capsized.
Fish company's foreman	Black River, Man.	" 20	1	Drowned, fell from dock.
Hunter	Nanaimo, B.C.	" 20	1	Accidental discharge of gun.
Lumbering—				
Saw mill hand	Cochrane, Ont.	" 8	1	Explosion of boiler.
"	Thamesville, Ont.	" 8	1	By shafting.
"	Monturaguy, Que.	" 7	1	Head struck by iron bar.
"	Ottawa, Ont.	" 27	1	Log rolled on him.
Logger	Portneuf, Que.	" 3	1	By fall of tree.
"	Colman, B.C.	" 13	1	By fall of tree.
"	Port Neville, B.C.	" 14	1	By fall of tree.
"	Monturaguy, Que.	" 18	1	By fall of tree.
Mining—				
Prospectors	Pitt Lake, B.C.	" 18	2	By fall of tree.
Miner	Upper Elk, B.C.	" 20	1	By fall of rock.
"	Glace Bay, N.S.	" 21	1	Caught between coal cars.
"	Cobalt, Ont.	" 26	1	Fell 70 feet in shaft.
"	Cobalt, Ont.	" 27	1	Fell 40 feet in shaft.
"	Lethbridge, Alta.	" 7	1	Explosion of fire damp.
"	Cumberland, B.C.	" 4	1	By fall of coal.
"	Westville, N.S.	" 17	1	Run over by coal cars.
"	South Wellington, B.C.	" 25	1	By falling material.
Building trades—				
Carpenter	Montreal, Que.	" 3	2	By collapse of scaffold.
"	Pointe à la Fregate, Que.	" 12	1	By falling material.
"	Vancouver, B.C.	" 15	1	Fell from scaffold.
"	Hamilton, Ont.	" 11	1	Fell from building.
Plumber	Toronto, Ont.	" 25	1	Plank fell, fracturing skull.
Metal, engineering and shipbuilding trades—				
Electrical worker	Lachine, Que.	" 4	1	Electrocuted.
"	Fort Erie, Ont.	" 7	1	Fell 200 feet from tower.
"	Hamilton, Ont.	" 18	1	Electrocuted.
Iron and steel worker	Welland, Ont.	" 13	1	Emery wheel burst.
"	Maisonneuve, Que.	" 22	1	Crushed in cog wheel.
"	Toronto, Ont.	" 13	1	Emery wheel burst, neck broken.
Food and tobacco preparation—				
Biscuit factory hand	London, Ont.	" 7	1	Elevator fell 90 feet.
Grist mill hand	Manitou, Man.	" 23	1	Caught in grain crusher.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES, F. No. 84.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF OCTOBER, 1910.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Railway service—				
Engineer	Toronto, Ont	Oct. 13	1	Run over by train.
"	Geneva, Ont.	" 15	1	Head-on collision.
"	Leamington, Ont.	" 23	1	Fell from engine.
Fireman	Geneva, Ont.	" 15	1	Head-on collision.
Brakeman	Weyburn, Sask.	" 3	2	Head of cylinder blew out.
"	Montreal, Que	" 13	1	Run over by train.
"	St. Thomas, Ont.	" 16	1	Run over by train.
"	Woodstock, N.B.	" 22	1	Between cars.
"	Montreal, Que	" 24	1	Run over by train.
"	Ste. Flaire, Que.	" 24	1	Run over by train.
"	Campbellton, N.B.	" 22	1	Run over by train.
Car cleaner	Winnipeg, Man.	" 28	1	Run over by train.
Yardman	Depot Harbour, Ont.	" 4	1	Drowned while at work.
"	Montreal, Que.	" 13	1	Run over by train.
"	Camrose, Alta.	" 23	1	Run over by train.
"	Calgary, Alta.	" 26	1	Run over by train.
Sectionman	Outremont, Que.	" 11	1	Run over by train.
"	Rockliffe, Ont.	" 13	1	Fell from train.
"	Windsor Junction, N.S.	" 17	1	Caught between cars.
Navigation—				
Captain	Georgetown, P.E.I	" 4	1	Fell into hold.
"	Quebec, Que.	" 21	1	Drowned, fell overboard.
"	Hopewell Cape, N.S.	" 9	1	Drowned, fell overboard.
"	Montreal, Que.	" 27	1	Drowned, fell overboard.
Deckhand	Niagara river, Ont.	" 14	1	Drowned, fell overboard.
"	Kitselas, B.C.	" 20	1	Drowned, fell overboard.
Stevedore	St. John, N.B.	" 15	1	Fell 30 feet into hold.
Ship labourer	St. John, N.B.	" 14	1	Iron block fell on head.
Longshoreman	Sorel, Que.	" 27	1	Iron pulley fell on head.
General transport—				
Driver	Toronto, Ont.	" 4	1	Fell from vehicle.
"	Windsor, Ont.	" 4	1	Fell from vehicle.
"	St. Thomas Ont.	" 12	1	Run over by vehicle.
"	Montreal, Que	" 11	1	In a runaway.
"	Streetsville, Ont.	" 12	1	Thrown from a horse.
"	Toronto, Ont.	" 19	1	Run over by vehicle.
Livery stable hand	London, Ont.	" 13	1	Burned to death in stable.
Expressman	Toronto, Ont.	" 19	1	Run over by vehicle.
Driver	Montreal, Que.	" 21	1	Fell from vehicle.
"	Montreal, Que.	" 25	1	Run over by train.
Civic employés—				
Special policeman	Rainy River, Ont.	" 14	1	Clubbed to death by robbers.
Miscellaneous—				
Civil engineers	Woodworth Lake, B.C.	" 3	2	Drowned, canoe upset.
Caretaker	Montreal, Que.	" 14	1	Burned to death.
Pool room employés	Montreal, Que.	" 6	2	Burned to death.
Grain elevator hand	Midland, Ont.	" 14	1	Caught in machinery.
Domestic servant	Montreal, Que.	" 15	1	Suffocated by gas.
Clerk	Vancouver, B.C.	" 11	1	Caught in elevator.
Window cleaner	Toronto, Ont.	" 15	1	Fell 35 feet.
Steeplejack	Fort Erie, Ont.	" 10	1	Fell 210 feet.
Cement worker	Orangeville, Ont.	" 4	1	Caught in machinery.
"	Montreal, Que.	" 10	1	Fell into concrete mixer.
"	Belleville, Ont.	" 24	1	Caught in mixer.
Unskilled labour—				
Labourer	Hamilton, Ont.	" 5	1	Fell 40 feet.
"	Fort William, Ont.	" 17	1	Run over by street car.
"	London, Ont.	" 22	1	Run over by train.
"	Toronto, Ont.	" 26	1	Plank fell on head.
"	Inlins, Man.	" 28	1	Run over by train.
"	Winnipeg, Man	" 29	1	Run over by train.
"	Maisonneuve, Que.	" 4	1	Drowned.

FATAL ACCIDENTS HAPPENING IN THE PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN OCTOBER, 1910.

Driver	Lytton, B.C.	Sept. 30	1	In a runaway.

FAIR WAGES SCHEDULE IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF OCTOBER, 1910.

The following is a list of contracts awarded by the Department of Public Works and the Department of Railways and Canals, and the Department of Marine and Fisheries, which have received the signatures of both parties, together with the fair wages' schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

WHARF AND ROAD AT PORT FELIX, N.S.

WHARF and road at Port Felix, N.S.; names of contractors, A.W. Girroir and K. Sweet, Antigonish, N.S.; date of contract, September 29, 1910; amount of contract, $4,309.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.35
Driver with 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

WHARF AT DOVER, N.S.

Wharf at Dover, N.S.; names of contractors, A. W. Girroir & K. Sweet, Antigonish, N.S.; date of contract, September 29, 1910; amount of contract $3,836.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.35
Driver with 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

ADDITION TO BREAKWATER AT MIMINEGASH, P. E. I.

New block at outer end of breakwater at Miminegash, P.E.I.; name of contractor, I. T. Reid, Ebbs Fleet, P.E.I.; date of contract, September 29, 1910; amount of contract, $3,337.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Engineman for pile driver	1 75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Oridnary labourers	1.25
Driver with 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

ARMOURY AT NIAGARA FALLS, ONT.

Armoury at Niagara Falls, Ont.; name of contractor, A. B. Robertson, Niagara Falls, Ont.; date of contract, October 3, 1910; amount of contract, $44,000.

Trade or Class of Labour.	Rate of Wages, Not less than:
Carpenters	$ .40 per hr., 8 hrs. p. day
Joiners	.40 " 8 "
Stairbuilders	.40 " 8 "
Bricklayers	.55 " 8 "
Stonecutters	.55 " 8 "
Plumbers and steamfitters	.35 " 8 "
Painters and glaziers	.35 " 8 "
Plasterers	.55 " 8 "
Electricians	.27½ " 9 "
Lathers	03½ per yard.
Sheet metal workers	.32 per hr., 8 "
Builders' labourers	2.25 per day of 9 hrs.
Ordinary labourers	2.00 " 9 "
Driver with 1 horse and cart	3.00 " 10 "
Driver, 2 horses and wagon	4.50 " 10 "
Structural iron workers	
None in locality, but when that class of workmen is required the rate of wages paid to them is the same as that paid to carpenters.	

SAVINGS BANK FITTINGS AT HALIFAX, N.S.

Savings bank fittings at Halifax, N.S.; names of contractors, Spencer Brothers & Turner, Limited, Truro, N.S.; date of contract, October 3, 1910; amount of contract, $1,708.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection

of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefore is filed in the office of the Minister of Public Works, and proof thereof satisfactory to the Minister is furnished, the said Minister may pay such claim out of any moneys at any time payable by His Majesty under such contracts and the amounts so paid shall be deemed payments to the contractors.

ELECTRIC WIRING POST OFFICE AT DIGBY, N.S.

Electric wiring and fittings, post office, &c., building at Digby, N.S.; names of contractors, Farquhar Brothers, Halifax, N.S.; date of contract, October 4, 1910; amount of contract, $894.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefore is filed in the office of the Minister of Public Works and proof thereof satisfactory to the Minister is furnished, the said Minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractors.

PIER AT BROCKVILLE, ONT.

Pier at Brockville, Ont,; name of contractor, S. Gowan, Brockville, Ont.; date of contract, October 4, 1910; amount of contract, $6,500.

Trade or Class of Labour.	Rate of Wages. Not less than:		
Foreman carpenter	$ 3.00	per day of	10 hrs.
Carpenters	2.25	"	10 "
Blacksmiths	2.25	"	10 "
Blacksmiths' helpers	1.75	"	10 "
Foreman mixing concrete	2.25	"	10 "
Foreman laying concrete	2.25	"	10 "
Foreman stone crusher	2.25	"	10 "
Dredge captain	120.00	p. mo., brd.,	12 hrs.d
Dredge engineer	110.00	"	12 "
Dredge fireman	40.00	"	12 "
Cranesman	75.00	"	12 "
Scowmen	35.00	"	12 "
Deckhands	35.00	"	12 "
Cook	40.00	"	12 "
Tug captain	75.00	"	12 "
Tug engineer	65.00	"	12 "
Tug fireman	35.00	"	12 "
Ordinary labourers	1.50	per day of	10 hrs .
Driver with 1 horse and cart	2.50	"	10 "
Driver, 2 horses and wagon	4.00	"	10 "

EXAMINING WAREHOUSE FITTINGS AT WINNIPEG, MAN.

Examining warehouse fittings at Winnipeg, Man.; names of contractors, The J. T. Schell Company; date of contract, October 7, 1910; amount of contract, $5,594.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefore is filed in the office of the Minister of Public Works and proof thereof satisfactory to the Minister is furnished, the Minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractors.

EXTENSION TO WHARF AT MONTMAGNY, QUE.

Extension to wharf at Montmagny, Que.; name of contractor, J. E. Boulan-

ger, Montmagny, Que.; date of contract, October 10, 1910; amount of contract, $5,250.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.50
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.25
Driver with 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

WHARF AT SHELBURNE, N.S.

Public wharf at Shelburne, N.S.; names of contractors, F. A. Ronnan & Company and Daniel Stewart, Halifax, N.S.; date of contract, October 12, 1910; amount of contract, $24,790.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.50
Carpenters	2.00
Engineman for pile-driver	2.00
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.50
Driver with 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

POST OFFICE BUILDING, ETC., AT SOURIS, MAN.

Post office, &c., building at Souris, Man.; names of contractors, Piggott & Sons, Hamilton, Ont.; date of contract, October 12, 1910; amount of contract, $21,000.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Stonecutters	$ .50 per hour.
Bricklayers	.55 "
Masons	.50 "
Carpenters	.30 "
Joiners	.35 "
Stairbuilders	.40 "
Plasterers	.50 "
Lathers	.04 per yard.
Painters and glaziers	.27½ per hour.
Plumbers	.45 "
Steamfitters	.45 "
Sheet metal workers	.40 "
Electrical workers	.35 "
Builders' labourers	.22½ "
Ordinary labourers	.20 "
Driver with horse and cart	.35 "
Driver with team and wagon	.50 "

PUBLIC BUILDING FITTINGS AT PIERREVILLE, QUE.

Public building fittings at Pierreville, Que.; names of contractors, The Berlin Interior Hardwood Company, Limited; date of contract, October 15, 1910; amount of contract, $655.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be requied to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall save the like right in respect of moneys so owing them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefore is filed in the office of the Minister of Public Works and proof thereof satisfactory to the Minister is furnished, the Minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractors.

PUBLIC BUILDING AT ARTHABASKA, QUE.

Public building at Arthabaska, Que.; names of contractors, Paquet & Godbout, St. Hyacinthe, Que.; date of contract, October 15, 1910; amount of contract, $22,000.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters and joiners	$2.00
Painters	2.00
Plasterers	3.50
Bricklayers	4.00
Masons	3.50
Stonecutters	4.00
Plumbers and steamfitters	2.50
Sheet metal workers	2.25
Builders' labourers	1.75
Ordinary labourers	1.50
Driver with 1 horse and cart	2.25
Driver, 2 horses and wagon	3.50

POST OFFICE FITTINGS, OTTAWA, ONT.

Post office fittings at Ottawa, Ont.; name of contractor, R. A. Sproule, Ottawa, Ont.; date of contract, October 17, 1910; amount of contract, $3,180.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minister of Public Works, and proof thereof satisfactory to the Minister is furnished, the said Minister may pay such claim out of any moneys at any time payable by His Majesty under said contract and the amounts so paid shall be deemed payments to the contractors.

WHARF AT PELEE ISLAND, ONT.

Wharf at Pelee Island, Ont.; name of contractor, Donald McDermid, Toronto, Ont.; date of contract, October 24, 1910; amount of contract, $13,000.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$3.00
Carpenters	2.25
Blacksmiths	2.25
Blacksmiths' helpers	1.75
Ordinary labourers	1.50
Driver with 1 horse and cart	3.00
Driver, 2 horses and wagon	4.00

PUBLIC BUILDING AT WATERLOO, ONT.

Public building at Waterloo, Ont.; name of contractor, L. B. Lachance, Ottawa, Ont.; date of contract, October 30, 1910; amount of contract, $36,975.

Trade or Class of Labour.	Rate of Wages, Not less than:
Stonecutters	$0.45 per hr., 8 hrs., p. d.
Bricklayers	.43 " 9 "
Masons	.43 " 9 "
Carpenters	.22½ " 10 "
Joiners	.25 " 10 "
Stairbuilders	.27½ " 10 "
Plasterers	.43 " 9 "
Lathers	1.60 per M.
Painters and glaziers	.20 per hr., 10 "
Plumbers	.25 " 10 "
Steamfitters	.25 " 10 "
Sheet metal workers	.20 " 10 "
Electrical workers	.22½ " 10 "
Builders' labourers	.25 " 9 "
Ordinary labourers	.20 " 10 "
Driver with 1 horse and cart	.35 " 10 "
Driver with team and wagon	.45 " 10 "

Department of Railways and Canals.

INTERCOLONIAL RAILWAY STOREHOUSE AT MONCTON, N.B.

Erection of building for storing lumber at Moncton, N.B., Intercolonial Railway. Date of contract, October 7, 1910; amount of contract, $4,050; contractors, Rhodes, Curry Company, Limited, of Amherst, N.S.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman	$3.00
Carpenters	1.75
Common labourers	1.35
Builders' labourers	1.50
Metal roofers	1.75
Joiners	2.00
Painters	2.00
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

BRIDGE AT CASCADES POINT, QUE.

Erection of a steel foot-bridge over tail-race at Weir No. 3 of the Soulanges Canal, at Cascades Point, Que.; date of contract, October 3, 1910; amount of contract, $1,000; contractors, The Phœnix Bridge & Iron Works, Limited, of Montreal, Que.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the pro-

tection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses o teams shall have the like right in respect of moneys so owing them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minister of Public Works, and proof thereof satisfactory to the Minister is furnished, the said Minister may pay such claim out of any moneys at any time payable, by His Majesty under said contract and the amounts so paid shall be deemed payments to the contractors.

DRAW-BRIDGES OVER TRENT CANAL.

Erection of draw-bridges over the Trent canal, at Healey Falls and Trent Bridge, Ontario and Rice Lake Division; date of contract, October 24, 1910; amount of contract, Healey Falls draw-bridge, $6,600; Trent Bridge draw-bridge $9,600; contractors, The Cleveland Bridge & Engineering Company, Limited.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Structural iron workers ...	$2.25
Riveters	2.25
Carpenters	2.25
Labourers	1.50
Painters	2.00
Masons	3.50
Stonecutters	3.50

PROTECTION WORK ON WELLAND CANAL.

Placing of stone protection along certain portions of the summit level of the Welland canal between Thorold and Port Colborne; date of contract, October 14, 1910; amount of contract, 95 cents per cubic yard; contractor, Joseph Battle, of Thorold, Ont.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman labourers	$ 2.25 per day of 10 hrs.
Labourers	1.50 "
Tug captain	70.00 p. mo., b., 12 hrsp.d.
Tug engineer	60.00 " "
Tug fireman	40.00 " "
Tug deckhands	40.00 " "
Stationary engineer	2.50 per day of 10 hrs.

REPAIRS TO WELLAND CANAL.

Straightening of channel at head of Lock No. 2 of the Welland Canal; date of contract, October 28, 1910; amount of contract, 16 cents per cubic yard; contractor, M. J. Hogan, of Port Colborne, Ont.

Trade or Class of Labour.	Rate of Wages, Not less than:
Dredge engineer	$ cts. 110 00 p. mo., b., 12 hrs.p.d
Dredge fireman	45.00 " "
Dredge craneman	70.00 " "
Tug captain	70.00 " "
Tug engineer	60.00 " "
Tug fireman	40.00 " "
Tug deckhands	40.00 " "
Stationary engineer	2.50 per day of 10 hrs.
Stationary fireman	1.75 " 10 "
Labourers	1.50 " 10 "

EXTENSIONS, HALIFAX AND EASTERN RAILWAY.

1. From a point on Intercolonial Railway at or near Dartmouth, in County of Halifax, to a point at or near Deans' Settlement, 80 miles;

2. From a point at or near Deans' Settlement, in County of Halifax, to a point as or near Melrose, in County of Guysborough, 52 miles;

3. From a point at or near New Glasgow, in County of Pictou, to a point at or near Melrose, in County of Guysborough, and from the said point at or near Melrose to Guysborough, in County of Guysborough, with a branch line to Country Harbour, in County of Guysborough, 116 miles;

Date of subsidy agreement, October 14, 1910; amount of subsidy, $3,200 per mile, not exceeding $6,400 per mile; railway company, The Halifax and Eastern Railway Company.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for shall be paid such wages are generally accepted s current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district whre the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shal

be determined by the Minister of Labour whose decision shall b final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like rights in respect of moneys so owing them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minister of Public Works, and proof thereof satisfactory to the Minister is furnished, the said Minister may pay such claim out of any moneys at any time payable, by His Majesty under said contract and the amounts so paid shall be deemed payments to the contractor.

WOODEN LIGHTHOUSE TOWER AT GULL COVE, N.B.

The construction of a wooden lighthouse tower at Gull Cove, White Head Island, East of Grand Manan Island, County of Charlotte, N.B.; name of contractor, Edward Rourke, West St. John, N.B; amount of contract, $1,220; date of contract, July 6, 1910.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$2.00
Painters	2.00
Bricklayers	3.50
Labourers	1.50

During the months of September and October orders were given by the Post Office Department for the supplies below mentioned, subject to the regulations for the suppression of the *sweating* system and the securing of payment to the working men and working women of fair wages, and the performance of the work under the proper sanitary conditions.

Nature of Orders.	Amount of orders.
Making metal dating stamps and type and making other hand stamps and brass crown seals	$ 708.35
Making and repairing rubber dating stamps and type, also other stamps	43.75
Supplying stamping material and wooden boxes and repairing stamping pads	507.96
Supplying mail bags	3,458.05
Repairing mail bags	1,587 86
Making Post Office scales	650.00
Making and repairing mail locks and supplying mail bag fittings	3,446.95
Supplying street letter boxes and repairing portable letter boxes, Railway Mail Clerks' tin travelling boxes and parcel receptacles	1,289.15
Making and repairing miscellaneous articles of postal stores	87.25
Making and supplying articles of official uniform	1,077.20

Nature of Orders.	Amount of orders.
Making metal dating stamps and type and making other hand stamps and brass crown seals	$ 759.35
Making and repairing rubber dating stamps and type, also other stamps	86.30
Supplying stamping material and wooden boxes, and repairing stamping pads	1,046.49
Supplying mail bags	1,926.50
Repairing mail bags	2,014.44
Making and repairing Post Office scales	197.50
Making and repairing mail locks and supplying mail bag fittings	3,091.26
Supplying Railway Mail Clerks' tin travelling boxes and repairing portable letter boxes Railway Mail Clerks' tin travelling boxes, parcel receptacles and street letter boxes	199.75
Making and repairing miscellaneous articles of postal stores	28.00
Making and supplying articles of official uniforms	635.45

TRADE DISPUTES DURING THE MONTH OF OCTOBER, 1910.

THE month of October was exceptionally free from industrial disputes in Canada, no new strikes or lockouts of any consequence having taken place. The town of Springhill, N.S., was still affected by a strike of coal miners which had lasted for fourteen months, and building operations in Montreal were impeded by a general strike of plumbers.

Analysis of Trade Disputes during the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during October was seven, compared with thirteen in September and eleven in October, 1910. About 156 firms and 1,573 employés were involved in these disputes, 39 firms, and 66 employés being involved in new disputes.

Loss of time in working-days.—The loss of time to employés through trade disputes during October was approximately 39,800 days, being about 520 days more than in the previous month, and 60,390 days less than in October, 1909.

Trades affected by new disputes.—One new dispute of the month occurred in the metal trades, and one in the building trades.

Localities affected by new disputes.—One new dispute of the month occurred in the Province of Ontario, and one in the Province of Alberta.

Causes of dispute.—The cause of one new dispute was a change in conditions of employment, and the cause of another was a demand for higher wages

Methods of settlement.—One dispute was terminated during the month. Two were settled by negotiations between the parties concerned. In the case of another dispute the places of the strikers were filled.

Result of dispute.—The disputes that were ended resulted in favour of the employers.

Strike of Coal Miners at Springhill, N.S.

Mining operations at Springhill, N.S., were still restricted by a strike which began on August 11, 1909, on account of the refusal of the Cumberland Railway and Coal Company to recognize the United Mine Workers of America, to grant an increase of wages, and to make certain changes in the conditions of labour. The output of the mines, however, was steadily increasing, and about half the normal number of miners were at work.

Strikes of Plumbers at Montreal, Que., and Ottawa, Ont.

No settlement was reported with regard to a strike of plumbers in Montreal, Que., which began on September 17, and which extended to Ottawa, Ont., two days later, where thirty-one men went out who had been brought from Montreal by firms of that place. The cause of the dispute was the refusal of the employers to sign an agreement providing for an eight-hour day and an increase in wages.

Strike of Iron Moulders at Carleton Place, Ont.

No settlement was reported in the case of a strike of iron moulders at Carleton Place, Ont., who went out on May 10, on account of the refusal of the employers to meet a committee of the men, or to restore the old rate of piece-work prices, which had been reduced ten per cent. on November 17, 1909, About thirty-one men were reported to be directly involved in this dispute, and seventy-five, indirectly.

Strike of Machinists and Engineers at Vancouver and New Westminster, B.C.

No settlement was reported with regard to a strike of machinists and engineers at Vancouver and New Westminster, B.C., who stopped work on July 5, on account of the refusal of the employers to grant a demand for an increase in wages from 40 to 45 cents an hour, but the places of many strikers were filled. About thirteen firms and 145 employés were affected by this dispute.

Strike of Telegraph Messengers at Toronto, Ont.

Information was received that a strike of telegraph messengers at Toronto, Ont., which was reported in the October issue of the *Labour Gazette* to have taken place on September 26, was satisfactorily adjusted twelve hours after its commencement. According to the Company, about forty messengers boys were involved in the dispute. The cause of the dispute was the introduction of a new system for the delivery of the Company's own official messages.

New Disputes.

Strike of Plasterers at Edmonton, Alta.

On October 18, about fifty plasterers, employed by 38 firms, declared a strike at Edmonton, Alta., on account of the refusal of the employers to grant a demand for a minimum wage of 70 cents an hour. No settlement of the dispute was effected during the month.

TABLE OF TRADE DISPUTES DURING THE MONTH OF OCTOBER.

DEPARTMENT OF LABOUR, CANADA, STATISTICAL TABLE, SERIES C., No. 121.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employés affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly.	Indirectly.	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Mining—											
Coal miners	Springhill, N.S.	For recognition of union and increase in wages, and against conditions of employment	1	.....	900	.....	.....	.....	Aug. 11'9	.....	No settlement reported, but places of many strikers were filled.
Building trades—											
Plumbers	Montreal, Que.	For increase in wages	100	.....	325	.....	.....	.....	Sept. 17	.....	No settlement reported at end of month.
"	Ottawa, Ont.	For increase in wages	1	.....	31	.....	.....	.....	" 18	.....	No settlement reported at end of month.
Metal trades—											
Iron moulders	Carleton Place, Ont.	Strikers alleged employers refused to meet their committee or to restore the old rate of piece-work prices in force before November 17, 1909	1	.....	31	.....	75	.....	May 10	.....	No settlement reported at end of month, but places of strikers were filled.
Machinists and engineers	Vancouver and New Westminster, B.C.	For increase in wages from 40 to 45 cents an hour	13	.....	145	.....	.....	.....	July 5	.....	No settlement reported at end of month, but places of many strikers were filled.
DISPUTES WHICH BEGAN DURING THE MONTH.											
Building trades—											
Plasterers	Edmonton, Alta.	For increase in wages	38	.....	50	.....	.....	.....	Oct. 18	.....	No settlement reported at end of month.
Metal trades—											
Platers and buffers	St. Catharines, Ont.	Men stopped work because they thought a new system of costs meant a cut in prices	1	.....	16	.....	.....	.....	Oct. 12	Oct. 13	Men resumed work next day when matters were fully explained of them.

*Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a distpue might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention moreover, is not made of disputes involving less than six employés, or of less duration than 24 hours.

Strike of Platers and Buffers at St. Catharines, Ont.

The only other new dispute of the month reported to the Department was a strike of platers and buffers at St. Catharines, Ont., who stopped work on October 12, to the number of 16, because they thought a new system of costs which was introduced, meant a cut in their piece-work prices. The men, however, resumed work on the following day, after a full explanation of the change had been made to them.

The table which is published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of October, and which have been reported to the Department:

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during October, 1910.

DOMINION REPORTS.

Land and Immigration.

Annual report of the Department of the Interior for the fiscal year ending March 31, 1910. Ottawa: King's Printer, 1910. Page 487. Price 40 cents.

THE Report of the Department of the Interior shows that the past year has been the most satisfactory one since the inception of the department. The net cash revenue on account of Dominion lands amounted to $3,007,390.82, an increase of $753,106.84 over the previous twelve months, and double the total revenue for the year 1899-1910. There was a corresponding increase in the number of new arrivals, free homesteads having been taken up by 41,568 settlers, representing 101,286 souls, compared with 39,081 settlers in the previous year. Over half of the homestead entries that were granted last year were made by Canadians, Americans and British settlers.

The total immigration into Canada during the past year amounted to 208,794 persons, a number only exceeded in the year 1907-08, when there were 262,469 immigrants. There were 59,790 immigrants from Great Britain and Ireland, compared with 52,901 in the previous year, 103,798 from the United States compared with 59,832 and 45,206 from other countries compared with 34,175 in 1908–9.

Trade Returns.

Report of the Department of Customs containing the tables of imports, exports and navigation of the Dominion of Canada for the fiscal year ended March 31, 1910. Ottawa: King's Printer, 1910. Page 613. Price 55 cents.

During the fiscal year ended March 31, 1910, the total exports from Canada amounted to a value of $301,358,529, compared with $261,512,159 in the previous year, and the value of the imports amounted to $391,852,692, compared with $309,756,608 in 1908–9. The aggregate trade with Great Britain increased from $204,428,319 to $244,984,407, and with the United States from $272,631,127 to $336,652,587. There was a growth in trade with Germany from $7,536,917 to $10,436,421, and the trade with South America increased $8,262,369 to $10,961,629. The total duty collected amounted to $61,024,239.21, which was nearly $3,000,000 more than the amount of duty in 1907-8.

Inland Revenues.

Reports, returns and statistics of the Inland Revenues of the Dominion of Canada for the year ended March 31, 1910. Part I Excise. Ottawa: King's Printer, 1910. Page 236. Price 15 cents.

The excise revenue of Canada during the last fiscal year amounted to $15,283,665, an increase of nearly $200,000 over the previous year. The principal increases were in spirtis, malt and tobacco, but the revenue from cigars dropped from $629,059 in 1908-9 to $432,539 in 1909-10.

Indian Affairs.

Annual report of the Department of Indian Affairs for the year ended March 31, 1910. Ottawa: King's Printer. 1910. Page 762. Price 50 cents.

According to a report of the Department of Indian Affairs, the past fiscal year has been a very favourable one for the Indians of the Dominion. There was a general improvement in the birth as compared with the death rate, there having been an excess of 397 births over deaths, a natural increase greater than for some years past. The estimated Indian population of Canada in March 1910, was 110,597, a decrease of 446 compared with the previous year. This, however, is attributed to improved facilities for correcting information as to the number outside of treaty limits. The general health of the Indians was good, there having been an absence of epidemics, except in two or three reserves, and there has been a gradual improvement in the character of their dwellings. In agriculture, the Indians hold their own with their neighbours of other races, and the growing scarcity of game in the settled communities is compelling them to resort more and more to farming for subsistence. In the past year the land cropped by the Indians amounted to 54,366 acres, which produced 1,538,579 bushels of grain and roots and 122,046 tons of hay, the total being valued at $1,374,815. They also received for beef $373,468, in wages, $1,344,599, from various industries $727,905, from fishing, $602,460, and from hunting and trapping $828,221. Educational training is provided by 241 day schools with 6,784 pupils, fifty-four boarding schools with 2,229 pupils, and twenty industrial schools with 1,612 pupils.

Railways and Canals.

Annual report of the Department of Railways and Canals for the fiscal year from April 1, 1909, to March 31, 1910. Ottawa: King's Printer, 1910. Page 386. Price 25 cents.

In the Report of the Department of Railways and Canals it is stated that the total railway expenditure for the past fiscal year amounted to $32,862,094.46, of which $21,505,975.91 was charged to capital, $2,260,214.59 to income, and $9,095,903.96 to revenue. There was expended $19,968,126.86 on the eastern division of the National Transcontinental Railway, and $53,042.63 on surveys for a line of railway to Hudson Bay. The gross earnings of the Government roads amounted to $9,647,963.71, and the working expenses to $9,095,903.96, showing a profit of $552,059.75.

BRITISH REPORTS.

Building Societies.

Fifteenth annual report by the Chief Registrar of Friendly Societies of the Proceedings of the Registrars under the Building Societies Acts; with an Abstract of the annual accounts and statements of societies, for the year 1909. Part I. Report. London: Wyman & Sons, 1910. Page 35. Price 3½d.

In the Report of the Chief Registrar of Friendly Societies on building societies, it is stated that there exist in the United Kingdom 1,919 of these societies, of which 1,864 make returns. These had 622,614 members, and the receipts during the year 1908 were £41,025,198. The sum of £9,041,613 was advanced on mortgages by 1,423 societies, and the balance due to the societies on mortgage amounted to £58,379,215. During the year 1909, fifteen new societies were established, a decrease of five compared with the previous year, but the increase of membership during the year was 2,241.

AUSTRALIAN REPORTS.

Industrial Conditions in New South Wales.

Report on the working of the Factories and Shop Act; Minimum Wage Act; Early Closing Acts; Shearers' Accommodation Act; &c., &c., during the year 1909. Sydney, N.S.W. King's Printer. 1910. Page 50. Price, 2s.

The Report of the Department of Labour and Industry of New South Wales for 1909 shows that a fairly prosperous year was enjoyed, although it was somewhat marred by a long strike of coal miners which was in existence during November and December. At the close of the year there was on the registers of the Department 4,219 factories employing 74,532 hands, of whom 50,590 were males and 23,942 females. In the previous year there were 3,883 factories employing 70,688 hands. There were 22,082 factory hands in 1909 employed in clothing and textile trades, 11,307

in industries connected with the preparation of food and drink, and 10,385 in the metal trades.

NEW ZEALAND REPORT.

Industrial Conditions of New Zealand.

Nineteenth annual report of the Department of Labour of New Zealand. Wellington, N.Z. King's Printer, 1910. Page 194.

The report of the Department of Labour of New Zealand for the year ended March 31, 1910, states that during the winter the building trades, especially in Wellington, and the iron trades were depressed, but conditions were improved later in the year by a great advance in prices of the staple products of New Zealand such as wool, frozen meat, flax, etc. During the year 8,506 applicants for work at the Government employment bureaus, with 10,164 dependents, received practical assistance, 5,059 having been found private work and 3,447, Government work. During the year 735 accidents were reported in New Zealand factories, of which seven were fatal and eighty-nine serious. This is a the rate of one accident among 105 workers, and one fatal accident among 11,115 workers.

OTHER REPORTS RECEIVED.

Canada.—Report of the Minister of Agriculture for the year ended March 31, 1910.

Report of the Dairy and Cold Storage Commissioner for the fiscal year ending March 31, 1910.

Report of the Secretary of State for External Affairs, for the year ended March 31, 1910.

Reports of the Harbour Commissioners and reports of Port Wardens, chiefly up to 31st December, 1909.

Reports, returns and Statistics of the Inland Revenues for the year ended March 31, 1910. Part III. Adulteration of Food.

Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1910. Part II. Canadian Trade. 1. With France. 2. With Germany. 3. With United Kingdom. 4. With United States.

Proceedings of the Select Standing Committee of the House of Commons on Mines and Minerals.

Department of Mines. Bulletin No. 3. Recent advances in the construction of electric furnaces for the production of pig iron, steel and zinc. By Eugene Haanel, Ph. D.

Reports of analyses of Ores, non-metallic minerals., fuels, etc., made in the chemical laboratories during the years 1906, 1907, 1908, arranged by F. G. Wait, M.A., F.C.S.

Department of Mines. Geological Survey Branch. Memoir No. 6. Geology of the Haliburton and Bancroft Areas. Province of Ontario. By Frank D. Adams and Alfred E. Barlow.

Ontario.—Tenth Annual Report of the Agricultural Societies of Ontario, and of the Convention of the Ontario Association of Fairs and Exhibitions for the year 1910.

Annual Report of the Live Stock Associations, 1910.

Twenty-eight Annual Report of the Provincial Board of Health, for the year 1909.

Annual report on Highway Improvement, Ontario, 1910.

Manitoba.—Report of the Department of Public Works, for the year ending December 31, 1909.

Alberta.—Annual Report of the Department of Public Works, 1909.

Great Britain.—Statistical Abstract for the United Kingdom in each of the last fifteen years from 1895 to 1909.

Report of Inquiry into the question of the danger arising from the use of flannelette for articles of clothing.

United States.—Report of the Employers Liability Commission of the State of Illinois.

Commonwealth of Massachusetts. Labour Bulletin No. 72. Quarterly Report on the State of Employment in the organized industries, March 31, 1910.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

ONTARIO CASES.

Workman's Compensation Act. Injury to Servant.

UPON an appeal to the Divisional Court, by the defendant, from the judgement of Chief Justice Meredith, the appeal was allowed. The judgement of the Court was delivered by Mr. Justice Middleton, who said, that the gangway constructed by Webb for the use of the bricklayers was admitted to be sufficient and safe. Richardson, for the purpose of allowing the carpenters (who were permitted to use the same gangway) to bring some large mullions into the building, placed an additional plank beside the gangway. This was done some time between 2 and 5 p.m. On the following morning the plaintiff, going to his work, went up the original gangway, and, when near the top, stepped upon this plank, which had been insecurely fastened, and fell with it into the cellar. In his judgement delivered after the trial Chief Justice Meredith found that Leitch, Webb's foreman, knew that the gangway had been widened, and that it was his duty to see that it had not been rendered unsafe.

A careful perusal of the evidence satisfies us that the finding that Leitch knew of the placing of the additional plank cannot be supported.

Webb had discharged his duty to his employés when he constructed the original safe and sufficient way. This never was altered. Richardson placed beside it an unsafe way for his own purposes, but in such a position as to invite use by anyone going into the building. This may have imposed a duty upon Webb, upon his learning of its erection, to inspect it and ascertain its condition—as to this we say nothing—but, in the absence of any knowledge on the part of either Webb or his foreman, there is nothing upon which liability on Webb's part can be founded. The appeal must be allowed—with costs, if demanded.

(Christie v. Richardson, 2 Weekly Notes, 42.)

Alien Labour Case at Hamilton—Fine of $600 Imposed.

Jacob Rackhoff, a Russian Jew, was, on October 27, fined $600 in the police court, after pleading guilty to having illegally brought alien labour into Canada. Rackhoff operates a tailor shop. The case was brought to light by the Garment Workers' Union, who asked the Department of Immigration at Ottawa to send an officer to investigate it. An officer was dispatched to this city and reported his findings to Ottawa. Later, the assistant superintendent of immigration arrived in the city, and, after conducting an investigation and hearing the facts revealed by the Union, applied to the police for a warrant for the arrest of Rackhoff. Rackhoff was later allowed out on $500 bail.

When the case was gone on with, Rackhoff was charged that he did, within the past three months, assist persons to enter the country in an illegal manner. A plea of guilty was entered and petition made that the full penalty be not inflicted. His Worship then imposed a fine of $100 for each offence, making the total fine $600.

Mechanics' Lien Act.—Motion to Remove One Claim against Lands of Separate Owners.

Upon an appeal by the defendant from an order of the Master in Chambers dismissing the appellant's motion to remove the registry of a claim of lien and a certificate of an action pending, it appeared that thirty-four mechanics' liens had been registered against four lots, owend by separate owners, and that there were eight certificates of a pending action based upon some of these liens. One of the liens was that of the plaintiffs, and purported to be based upon a contract with the defendant for the sale to him of lime to be used in the erection of certain houses

upon four lots, the contract being made on April 1. The lien was registered on May 11, and the only thing alleged in the statement of claim in the action as to the defendants other than the present defendant (Grimwood), was that they "or some, or one of them" own the lands. The lien itself claims against defendant's estate in the lands, as well. Upon the defendant's motion to remove the lien, the question argued was that there could be no valid lien upon several buildings, and the lien must, therefore, be vacated.

Mr. Justice Middleton, who heard the motion, said in part, that sections 6 and 8 of the Mechanics' Lien Act give a lien upon the estate or interest of the owner in the buildings and appurtenances and the land occupied thereby and enjoyed therewith. The framers of the Act probably did not have present to their minds the case of an owner making a contract covering several distinct buildings. The attitude of the defendant, who moves to vacate the lien, is that the right to alien being a statutory right, the statute must be strictly construed, and, unless the claimant can bring himself within the strict words of the Act, he is without remedy. There is no binding authority compelling me so to hold. Dunn v. McCallum, 14 O.L.R. 249, the only Ontario case having even a remote resemblance, is clearly distinguishable, and I prefer to adopt a mode of dealing with the question which will not defeat the spirit of the statute by a too literal adherence to its letter. Dunn v. McCallum differs materially from the case where one owner chooses to enter into an entire contract for the supply of material to be used upon several buildings. From the nature of the contract the burthen of proof is here shifted, and the claimant can ask to have his lien follow the form of the contract, and that it be for an entire sum upon the buildings. If the owner desires to invoke the statute to the extent of having the lien upon a building confined to the value of the material going into that building, the burthen of proof is upon him to show the facts, which must be peculiarly within his own knowledge. And if, as often must be the case, the facts cannot be ascertained, less violence would be done to the statute by construing it according to its spirit than by rendering it useless in many instances in which the legislature apparently intended a lien to exist "When, after the lien has attached to several distinct buildings, the owner has sold one or more, the equities which then arise between the owners of the several buildings may well be worked out upon the principles applied where part of a property subject to a mortgage is sold, and the mortgagee seeks to enforce his remedy against both parcels. Although this is the first case of the kind in this province, the question has arisen in many of the United States courts upon similar statutes; great care is necessary in dealing with these cases, as many turn upon particular provisions not found in our statutes, and the result is by no means uniform."

Mr. Justice Middleton also said that, on the material before him, he could not say that the defendant had so clearly demonstrated that the lien was bad as to enable him (the judge) to say that it should be vacated upon the persent summary application. Claiming a lien upon too much property will not invalidate it altogether. While he dismissed the motion, he thought the argument before him had probably contributed something toward the adjustment of the rights of the parties, and so he made the costs payable in the cause, and not against the defendant, whose application he dismissed.

Censured Railway for Man's Long Duty.

The jury that investigated the death of Edward Thomas Crane, the watchman at the Dunn avenue crossing, Toronto, who was killed at his post recently, returned a verdict of accidental death, but censured the Grand Trunk Railway Company for allowing a man to remain on duty for twenty-one hours, as Crane had done. Coroner Lynd also commented on the hardship of working such long hours, and especially for a man of sixty-eight years of age.

The accident occurred shortly after seven, and, according to Peter Morrissey, the first witness examined, he would have

been relieved in fifteen minutes. A moment before the accident, Leonard Harris, driver of a milk wagon, passed Crane and spoke to him. He had only gone a few yards, when he heard the engine whistle, and looking back saw Crane hurled into the air. Harris' father was struck by an engine at the same crossing some years ago. The evidence of George Teale, of Belleville, the engineer, was to the effect that it was not customary to blow the whistle at this crossing, but seeing Crane in the way he did so. He believed that Crane thought he was out of the way.

The verdict read as follows:—

"We, the jury, find that Edward Thomas Crane, watchman, came to his death on September 12 through being struck by an engine on the Grand Trunk Railway, at Dunn avenue crossing; that it was an accident, but we consider the Company censurable in requiring or allowing the watchman to be on duty for twenty-one hours."

Conductor Fined.

The Canadian Pacific Railway, through one of its conductors, was fined $20 and costs, the penalty the conductor was called upon to pay for blocking traffic at the foot of Yonge street, Toronto, for longer than the period allowed by the city by-laws. Constable Holmes noticed a freight crossing Yonge street. It was a long one, and was making slow progress. The constable pulled out his watch and found that it took the train just seven minutes to cross the street. Then he went for the conductor of the train, J. P. Rafferty, and took his name. Rafferty appeared before Magistrate Kingsford in the afternoon Police Court, and acknowledged that he was at fault. He informed the Magistrate that the train contained forty-five cars, and that he had considered it would cause less inconvenience for him to take the train right through than to break it up.

Damages for Wife's Death and Mutilated Thumb.

Chief Justice Falconbridge and jury awarded R. G. Johnston, Gananoque, $3,000 against the Thousand Island Railway Company for the death of his wife. Mrs. Johnston was killed when a shunting engine smashed the rig she was driving. The action was tried at Kingston.

Mr. Justice Middleton, in single Court, has approved of the settlement arrived at between the Toronto Carpet Company and Albert Skeffington, whereby the latter, an infant, and his father each get $200, as recompense for a mutilated thumb, sustained by the younger Skeffington while in the employ of the Company.

Workmen's Compensation for Injuries Act—Death of Workman.

In an action by the widow and administratrix of a workman who was killed while in the employment of the defendants, to recover damages for his death, the jury found that the defendants were guilty of negligence that caused the accident, that the death was caused by a defect in the construction of the ways and plant, and also by reason of the negligence of the superintendent, whose order the deceased was bound to obey and did obey, while acting in obedience to such order; and that the plaintiff was not guilty of contributory negligence. In addressing the jury, counsel for the plaintiff told them that they should find what was equal to the wages for three years of any person in the same grade as the plaintiff, which would amount to between $2,200 and $2,400, and that from this they should deduct $1,000 for insurance, which the plaintiff had received. The trial judge (Mr. Justice Clute) in his charge to the jury, endeavoured to correct this statement of plaintiff's counsel, which the judge regarded as a misapprehension of the law, and upon the jury returning a verdict of $1,200, the judge thought that they had deducted the $1,000 for insurance, but did not say so in their verdict. Thereupon, he asked them if they meant to find that $2,200 was the amount of the damages and from that had deducted $1,000, leaving $1,200 as the verdict, and to this they all answered that that was what they meant. The judge was of opinion that there was

no doubt, upon the evidence, that the damages would amount to at least $2,200, and the question to be decided was whether the verdict should be entered for $1,200 or $2,200. He was of opinion that, had the damages in the case been assessed under Lord Campbell's Act, without the limitation imposed by the Workmen's Compensation for Injuries Act, it could scarcely be doubted that, having regard to the earning power of the deceased, his age, and that of the plaintiff, a very much larger verdict would have been given. By statute, in England, (8 Edward, 7 chapter 7) it is provided, that in assessing damages, under Lord Campbell's Act, there shall not be taken into account any sum paid or payable under a contract of insurance, whether before or after the passing of the Act. This is a charge in the English law by the statute named. Section 7 of the Workmen's Compensation for Injuries Act, which limits the amount of compensation, also provides that such compensation, shall not be subject to a deduction or abatement by reason or on account of or in respect of any matter or thing whatsoever, save such as is specially provided for under section 12 of the Act and section 12 has no reference to insurance. Having regard to this section the judge was of opinion that the jury having found the damages to be $2,200, ought not to have deducted the $1,000 for insurance, and, there being no dispute as to their having found the amount of damages, he considered he was entitled upon their answers, to direct judgement to be entered for the plaintiff for $2,200, which he accordingly did, with costs of the action.

(Dawson v. Niagara and St. Catharines Railway Company, 2 Weekly Notes, 85.)

QUEBEC CASES.

Picture Show Proprietors Fined.

Nineteen moving picture proprietors have been fined $20 each in the Recorder's Court by Mr. Recorder Wein, Montreal, for refusing to pay the $500 license imposed on these shows by the city. This is the third successive judgement in these cases which has been rendered in favour of the city. The license was raised to $500 on the recommendation of Chief Tremblay that a city fireman be stationed in each theatre to prevent fires and panics. This was done, and the extra tax goes to pay the firemen's salaries. The defendants appealed, but their case was dismissed by Judge Davidson in the Superior Court. These further convictions followed, showing that the city is fully determined to carry out their by-law.

Workman's Compensation.

Judgement against a firm of contractors was recently rendered by Mr. Justice Archer, Montreal, in an action taken under the Workmen's Compensation Act. C. Legault, a workman, was injured in January, 1909, while working on the Jacobs' building at the corner of Alexander and St. Catherine streets. He sued the contractors, Messrs. D. G. Loomis & Sons, claiming permanent injury. His Lordship gave judgement for $140 per annum, with a lump sum of $140.50, for partial incapacity from the date of the accident.

Damages for Damaged Walls.

In the case of Desroschers vs. Boland, which was tried by Judge Macdonald in the court of King's Bench, a verdict was awarded the plaintiff for $2,000 and costs. The action arose in connection with a building belonging to Controller Harvey, situated on the corner of Princess and James streets, the plaintiff having a contract for the building of certain walls, while the defendant, had a contract in connection with the "needling" up of the building. The plaintiff claimed that Boland Brothers, the defendants, had done their part of the contract in such a negligent manner as to cause the walls on one side of the building to fall out, and thereby occasioning a loss to him, for which he claimed the sum of $3,000, the cost of repairing the portion of the building which had tumbled down. The defendants con-

tended very strongly that they were in no way liable for the accident, that they were working under the directions of the plaintiff in connection with the matter, and that the loss which he sustained by having to rebuild a portion of the structure was caused by his own carelessness, as they had followed his instructions and direction throughout, and they asked the court to exonerate them from any blame in the matter. His Lordship, however, took another view of the matter and entered verdict as stated above, in favour of the plaintiff, Desroschers.

MANITOBA CASES.

Successful Appeal against Railway Accident Insurance Company.

The appeal against the decision of Judge Mathers by the plaintiff, in an action brought by T. S. Haines against the Canada Railway Accident Insurance Company, to secure the insurance upon the life of his brother, has been allowed. The action was brought by the administrator of the estate of the late Haines to recover $1,000, the amount of a policy of insurance on the life of the deceased. It appears that on the 21st of November, 1908, Haines, who was a fitter in the employ of the Canadian Pacific Railway at their shops in this city, was down in the city with a number of men and was indulging in drink to a considerable extent. At a few minutes after nine was seen by a witness, who was called at the trial, on Market street, going towards Main, and this was the last trace of him alive, his body being found in the following spring, 1908, by Captain William Hall, floating under the ice in the Red river at the foot of Notre Dame street, and the medical testimony showed that the body must have been in the water for a period of six months. Under the terms of the policy notice of the death of the insured had to be given to the company insuring, within one month after the occurrence of the death, and as this had not been given the payment of the full amount was resisted, the defendants paying into court $100, the amount provided for where death occurred under certain circumstances.

Chief Justice Mathers, before whom the case was tried, decided in favour of the defendant company, holding that under the terms of the policy they were not liable for the payment of the $1,000, and to hold otherwise would be to make a new and different contract to that which was entered into between Haines and the defendants. The plaintiff appealed to the Court of Appeal which held that the trial judge had properly found that the defendant company had not proved the defence they raised, that the deceased came to his death while under the influence of intoxicating liquor. The onus was upon them to prove that and they had failed in establishing their contention. With regard to giving notice of the death from injury the condition in the policy required that in case of death from injury "written notice by or on behalf of the insured" shall be given. It was impossible for a dead man to send written notice of his own death, and if he is killed instantaneously it is imposssible for him to give notice of the injury. A dead man cannot appoint an agent and a survivor cannot constitute himself an agent to act on behalf of a dead man. As laid down in Halsbury's laws of England, where a condition in a contract is physically or legally impossible of performance, then performance is excused. In the present case it was impossible for any person to have given notice of the death of the deceased or to have furnished proofs of how his death took place until after the expiration of the time limited by the condition. The time for giving notice and furnishing proofs only commenced to run upon the fact of the death of the deceased becoming known. A verdict should be entered for the plaintiff for $1,000 and interest from the commencement of the action, with costs of the trial and of the appeal. The judgement of the Court was delivered by Mr. Justice Perdue. Howell, C.J.A., and Cameron, J. A. concurred; Richards, J. A., dissented as to the amount recoverable,

but held that notice had been properly given.

A Farmer Gets Damages.

The Canadian Pacific Railway Company has been ordered to pay damages amounting to $3,353 to T. E. M. Banting, of Wawanesa. The action was tried before Chief Justice Mathers, and at the close of the hearing his lordship gave his decision. The claim was for the destruction by fire from a locomotive of the defendant Company last April, of farm buildings and contents, including implements and some grain, also several stacks of hay in a field. The plaintiff was also awarded the costs of the action.

ALBERTA CASES.

Delays in Paying Workman.

In giving judgement for wages to six Grand Trunk Pacific labourers, Magistrate Byers, of Edmonton, declared the treatment of its employés that had come under his notice is disgraceful. "I myself have known men to have to wait for three weeks before they could leave town when they had another situation ready for them at some other place. During this time they had to pay their board and wait round for their money, besides the loss of that time. While this may not be very much to a wealthy Company like the Grand Trunk Pacific, it is a very large item to a poor working man who has to work from day to day in order to live." Addressing the Grand Trunk Pacific counsel, the magistrate advised him to bring the state of affairs forcibly before the management and endeavour to keep such a name as the Grand Trunk Pacific out of common police court trials. It appears that the Grand Trunk Pacific has no pay office at Edmonton, and authority must be secured from Winnipeg before pay checks can be honoured. Since last spring 100 of these cases have been settled in police court.

SASKATCHEWAN CASES.

Brakeman Charged with Trying to Drug a Passenger.

Charged with attempting to chloroform a lady passenger on a Canadian Pacific Railway eastbound train number 2, William Patrick Lynn, a Canadian Pacific Railway brakeman, has been committed to stand his trial by Magistrate Heffernan, at the barracks of the Mounted Police. The victim of the alleged offence, Mrs. Blancheflower, was travelling with her husband, Assistant Paymaster Blancheflower of the British navy, from Vancouver to Montreal, according to the prosecution, was occupying a berth by herself when the attempt to chloroform her was made somewhere between Medicine Hat and Swift Current. Mrs. Blancheflower stated that she awoke with a choking sensation, just in time to see an arm withdrawn from the curtains. She caught sight of the trainmen's lantern and uniform such as trainmen on the Canadian Pacific Railway wear. The smell of chloroform was around her and arousing her husband in the berth opposite, she informed him of what had happened. Calling his friend, the husband handed him a pillow for examination. The opinion passed was that a portion of the pillow had been saturated with chloroform. Complaint was made to the conductor and as a result steps were taken by the Canadian Pacific railway officials. Lynn was charged with having unlawfully and with evil intent tried to use chloroform or an otherwise stupefying operating drugs on Mrs. Blancheflower. Bail was fixed at a large sum. The defence is being undertaken under instructions of the Brotherhood of Locomotive Trainmen, of which society Lynn is a member.

UNITED STATES CASES.

The Legality of a "Boycott."

An important "decision" has just been given by Judge Manton, of Toledo, declaring a boycott legal. The judge held

with a decision given by Justice Holmes, now of the United States Supreme Court, who in his argument said: "If it be true workmen may combine with a view, among other things, of getting as much as they can for their labour, just as capital may combine with a view of getting the greatest possible return, it may be true that when combined they have the same right that combined capital has to support their interests by argument, persuasion, and the bestowal and refusal of these advantages which they otherwise lawfully control.

"The fact that the immediate effect of the act by which the benefit to themselves is to be gained to the injury of their antagonist does not necessarily make it unlawful any more than when a great house lowers the price of certain goods with the purpose and with the effect of driving a smaller antagonist out of business."

Judge Manton ruled: "The right of defendants to publish and make known to the public their grievances, real or imaginary, against the plaintiffs in the manner the evidence shows they acted, is guaranteed by the constitution of the State."

An Important Labour Action.

An important labour action has been commenced in the United States circuit court at St. Louis, Missouri, against the American Federation of Labour and the Bucks Stove and Range Company of St. Louis not only to restrain the officers of the latter from carrying out an alleged tentative agreement with officers of the former to make the St. Louis institution a "closed shop", but setting up a claim for damages of $750,000 under the Sheridan Act. The case includes among the defendants, Samuel Gompers president, John Michell, vice-president, Frank Morrison, secretary, and other officers of the federation and some fifty others prominently identified with union labour in America.

BRITISH CASE.

Injunctions against English Trade Unions.

Labour matters in England have taken on a new aspect since Parliament adjourned, in consequence of the issue of many injunctions against the trade unions. Twelve of the larger trade unions affiliated with the Labour Representation Committee have been enjoined in the courts from using any of their funds for political purposes. Twelve injunctions had been issued up to the end of August. It is probable that the number of injunctions will have been increased before Parliament reassembles in November and the Government makes its announcement as to the policy it will adopt to aid the unions at this crisis in their history. All these injunctions follow and are based on the judgement of the House of Lords in what is known as the Osborne case—the case in which Walter Victor Osborne, a porter at one of the London stations of the Great Eastern Railway Company, asked that the Amalgamated Society of Railway Servants be restrained from spending any of its funds or making levies on its members for political purposes. The final decision of the House of Lords adverse to the union was handed down in December, 1909.

THE

LABOUR GAZETTE

DECEMBER, 1910.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF NOVEMBER, 1910.

I.—GENERAL SUMMARY.

THE date at which cold weather sets in has a very important bearing on general industry and employment throughout Canada at this season of the year. The weather during the past month has been unusually mild over a large area of the Dominion, with the result that outside operations were on a scale of exceptional activity. Agriculturists had a very favourable month for the completion of ploughing, while work in connection with mining, sawmilling, railway construction, civic improvements and building contracts was prolonged until the closing days of the month. The season of navigation on the St. Lawrence and the Great Lakes ended in the last week of the month, with heavy closing westward shipments of general merchandise. The volume of trade was well maintained, but railway earnings and bank clearings, towards the end of the month, showed a discontinuance of the gains, compared with 1909, which have been noted for several months past. Returns for the month as a whole, however, were higher than for November, 1909. General labour, at the close of the month, was regarded as in an exceptionally favourable situation with regard to the approaching season of inactivity, as a result of the continuous active employment and favourable wages rates of the past summer, as well as the buoyancy of manufacturing and other indoor occupations.

Changes in Wages and Hours of Labour.

The following is a statement by industries and groups of trades of the more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during November, 1910.

Printing trades.—Bookbinders and rulers at St. John, N.B., obtained an eight-hour day.

Civic employés.—Linemen and groundmen (20) at Calgary, Alta., received an increase in wages, the latter from 25 to 27½ cents per hour, and the former from $3.50 per day of nine hours to 42½ cents per hour with a nine-hour day. Teamsters, labourers and power station and insinerator employés at the same point received increases. Teamsters (50) and labourers (250) employed by the Corporation of Victoria, B.C., had their wages advanced, in the former case from $6 to $7 per day for man and team, and in the latter case from $2.50–$2.75 to $2.75–$3 per day.

The schedule of the Ontario Provincial Police force has been raised—the minimum from $750 to $800, and the maximum from $1,000 to $1,100.

Street railway employés.—Motormen and conductors in the employment of the Cataract Power Company, of Hamilton, Ont., including the street railway system and suburban lines, had their wages ad-

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vanced 2 cents per hour. An increase to the same class was granted at Calgary, Alta.

Miscellaneous.—Clerks employed by the Bank of Montreal were notified of a general increase in salaries ranging from $200 per annum upwards.

Interruptions to Industries.

Among industrial establishments, &c., destroyed by fire or through other causes, during November, 1910, as reported in the press of the Dominion, the following may be mentioned.

Nova Scotia.—The schooner *Mercedes* was wrecked off Digby; a store and the scale house of the open hearth furnaces were burned at North Sydney. Heavy gales on November 28, off the Nova Scotia coast caused considerable damage to shipping.

New Brunswick.—Granary and residence at Milledgeville, loss, $1,000; four tenements at Milford, loss, $2,000; laundry at St. John, loss, $15,000; machine shop at Woodstock, loss, $21,000.

Quebec.—Plant of stone works at Bedford; granary and farm house at Bedford, loss, $2,000; granary at Granby, loss, $2,500; stables, 24 horses and harness at Longue Pointe, loss, $10,000; manufacturing plant at Matane, loss, $75,000; granary and contents at Norse's Lake. At Montreal, skating rink, loss, $60,000; Greek church, loss, $5,000; considerable damage was caused by the bursting of a water main; sash and door factory loss, $50,000, (100 men out of employment); kitchen of hotel, loss, $3,000; railway warehouse, loss, $50,000. Carriage shop at Pierreville; outbuildings and two dwellings at St. André Avellin, loss, $3,000; granary at St. Georges de Windsor, loss, $1,500; school house and two stores at St. François du Lac, loss, $8,000; stable and contents at Three Rivers; bakery at Three Rivers. On November 6, the coasting steamer *General Wolfe* went ashore off the coast of Labrador and became a total wreck. On November 11, the schooner *Rose* was wrecked in the Gulf of St. Lawrence

Ontario.—Chemical works at Berlin, loss, $15,000; cotton factory (partial) at Cornwall; outbuildings and 22 pigs at Douro; business block at Flesherton, loss, $13,500; railway station at Goderich, loss, $25,000; factory at Gananoque, loss, $100,000; chair factory at Hanover; foundry and three dwellings at Humberstone, loss, $19,000; planing mill at Humberstone, loss, $7,000; storehouse at Kingston, loss, $3,000; stables and seven horses at Lambton; outbuildings and residence at London, loss, $1,500; granary and contents at Montague, loss, $2,000; flour mill at Mount Brydges; chain and trap works (partial) at Niagara Falls, loss, $1,300; business block at Ottawa, loss, $13,000; storehouse at Brockville, loss, $25,000; flour mill at Petrolea, loss, $10,000; foundry at Port Colborne, loss, $15,000; skating rink at Sault Ste. Marie, loss, $30,000; bakery at St. Catharines, loss, $10,000; outbuildings at Rice Lake, loss, $3,000; planing mill at Stevensville, loss, $20,000; railway station at Thorndale. At Toronto, seed store, loss, $7,000; club house, loss, $50,000; carriage works, loss, $2,000; store, loss, $2,000; drug store, loss, $6,000; tenement house, loss, $3,000. Planing mill and residence at Welland, loss, $15,500; granary at Winchester, loss, $8,000; furniture factory at Wingham, loss, $12,000; granary at Welland, loss, $2,000.

Manitoba.—Insane asylum at Brandon, loss, $390,000; business block at Gilbert Plains, loss, $12,000; general store at Grassy Lake, loss, $25,000; stable, packing house and twelve horses at Winnipeg, loss, $12,000; wholesale drug house at Winnipeg, loss, $215,000.

Saskatchewan.—Newspaper office at Duck Lake, loss, $18,000; livery and 18 horses at Carnduff, loss, $15,000; stores at Midale, loss, $30,000; blacksmith's shop at Yorkton, loss, $3,000.

The annual report of the Superintendent of Insurance, Canada, for the year ending December 1, 1909, shows the fire losses to have been $8,646,826 in the year, less than the year before by $1,632,629. The premiums paid amounted to $17,049,474, an increase of $22,199 over 1908. The loss rate for the past year was 50.72, 13.49 below the average of the past forty-one years.

Conditions in the Industries and Trades.

Conditions of employment during November, in the several industries and groups of trades throughout Canada, as indicated by reports of correspondents of the *Labour Gazette*, and by information received at the Department of Labour from other sources, may be briefly summarized as follows:—

Agriculture.

In the work of ploughing, marketing and making preparations for winter, agriculturists were assisted by the mild weather which prevailed throughout the farming sections of the Dominion during almost the entire month. Good progress was accordingly made in the preparation of the land for spring sowing; cattle were enabled to be kept in the pastures until an unusually late date; and wheat growth was satisfactory. Prices of farm produce were well maintained, with dairy produce high. The demand for farm labour was light, except in connection with the preparation of fruit trees for winter. Threshing was still in progress in a few localities. From Western Canada the grain movement has been steady; cattle shipments have been heavy for some time past, 80,000 head having been shipped by the Canadian Pacific Railway Company alone from its stock yards at Montreal, Que., to the British market.

The *Census and Stastistics Monthly*, for November, gives good reports for nearly all field crops of the Dominion, potatoes alone indicating partial failure. The following is a summary:—

Turnips and other field roots show a quality of 88.57, a yield per acre of 402 bushels and a total yield of 95,207,000 bushels for a crop of 236,622 acres. Hay and clover are computed for 8,515,400 acres and a yield per acre of 1.82 ton. The quality is 90.45 per cent. and the total yield 15,497,000 tons. Fodder corn has an estimated yield per acre of 9.38 tons, which upon an area of 271,960 acres gives a product of 2,551,000 tons. Sugar beets are grown most extensively in Ontario and Alberta, where they supply roots for three sugar factories. The area in crop this year is 16,000 acres, which is a substantial increase upon last year. The yield per acre is 9.69 tons, the total yield 155,000 tons and the quality 93.15 per cent. The roots supplied to the Berlin factory are testing seventeen per cent. of sugar and at the Wallaceburg factory sixteen per cent.; but a product of 5,000 acres in Ontario is being shipped to factories in Michigan. The product of 8,200 acres in that province is marketed at Wallaceburg and Berlin, where the average price is about $5.86 per ton or better than $57.80 per acre. Computed at the average local prices the market value of potatoes this year is $33,446,000, of turnips and other roots $21,444,000, of hay and clover $149,716,000, of fodder corn $11,957,000, and of sugar beets $887,000,—making a total for these five crops of $217,450,000 or $14,950,000 more than last year. The report on fall wheat sown this year shows an area of 790,300 acres, whereof 682,500 acres are in Ontario and 107,800 acres in Alberta. Last year the area was 609,200 acres for Ontario and 98,000 for Alberta. The condition of the crop is reported at 98.40 per cent. as compared with 93.60 last year. The per cent. of ploughing completed this year compared with the area planned for is less than last year, but the report is made for a period one month earlier. The per cent. of summer fallowing compared in the same way is somewhat lower, but increases are shown for Nova Scotia, Quebec, Saskatchewan and Alberta. This work is carried on chiefly in Ontario and Alberta.

The Official Crop Bulletin of the Department of Agriculture of Ontario gives the following summary:—

Fall wheat may be classed as better than an average crop. Spring wheat was fully up to the standard this year in every respect. The new fall wheat—an increased acreage has been sown this fall, and as most favourable conditions existed at seeding and since that time the crop is now looking more promising.

Barley.—This grain has turned out well, taking the province over.

Oats.—Oats were rather short in the straw, but the heads were well filled with grain of good weight.

Rye.—Classed this season as from fair to good.

Peas.—This crop has been somewhat discouraging to most growers this year. The vines suffered from drought, and a green apis also affected them.

Corn.—While spring conditions were unfavourable for this crop, the summer and fall were ideal for its growth and the term "Splendid" is sometimes used by correspondents in describing the result.

Tobacco.—This crop ranges from fair to good. The leaf is said to be curing well.

Beans.—May be described as a medium crop.

Buckwheat.—The crop generally may be classed as an excellent one as to both yield and quality.

Clover seed.—Ontario farmers are paying more attention than formerly to the raising of clover seed. The season has been a favourable one for this purpose, and the general results have been satisfactory.

Potatoes.—This crop is credited with a large average yield, and many o the returns speak of their excellent quality.

Turnips.—There will be a fair yield, and although as a rule only medium in size, the quality of the turnips is in general first class.

Mangels.—A good crop of mangels of excellent quality is reported. Carrots —Where grown this season they were a success.

Sugar beets.—These roots were a good crop where grown.

Fruit.—The season of 1910 will be remembered as one of the poorest on record for apples, all the good winter varieties being exceedingly scarce.

Live stock.—Fall pastures have been all that could be desired, and where not overstocked have kept grazing animals in fine condition. All classes of live stock have been remarkably free from serious diseases. Horses are in considerable demand. and at higher prices than formerly. Cattle did unusually well on the grass, and all ages and classes can find a ready market at better values than for many years. Young beef animals are especially hard to procure. There have also been too few sheep for the demand. A large and steady traffic has been done in swine.

Dairying.—The milk flow was well maintained by the excellent fall pastures, thus prolonging the dairy season. The general quality of both creamery and home-made butter has been high this year.

Poultry.—The good prices obtained for poultry products this season have led farmers to give more attention to this industry. Eggs have been in great demand all season.

Reports of wheat inspectors at Winnipeg, for the first two months of the current crop year ended Ooctober 31, as compared with the corresponding period of last year are as follows:—

	1910-11 Cars.	1909-10 Cars.
No. 1 hard	8	228
No. 1 northern	5,351	15,549
No. 2 northern	11,398	11,921
No. 3 northern	8,442	3,529
No. 4	2,447	501
No. 5	766	108
No. 6	434	33
Other grades	1,915	2,259
Winter wheat	190	396
Total	30,941	34,524

It will be noted that there has been a decrease in the chief milling grades.

The three-year experiment in the making of whey butter, in which twelve Prince Edward county factories have cooperated, has proven a success. This season alone 61,004 pounds of whey butter have been manufactured from May to October, for which the dozen factories received as their share $12,643.18.

There has been a marked increase during the present season in the export of cream from border sections of the Provinces of Quebec and Ontario to the United States market, resulting in a decreased manufacture of butter in these localities.

The export trade in apples during the present year shows a considerable decline. A notable event in the history of apple growing in Canada was the holding

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of *The Gazette* as published in the present issue several trades and industries throughout the Dominion. The table has reference only to the amount of employment headings in *The Gazette*. In tabulating the information in question, the terms employed are divided into two groups, the very active, (2) quiet and very quiet.

City and district of correspondent.	Agricultural operations.	Fishing.	Lumbering (including saw-milling.)	Mining.	Manufacturing.	Railway construction.	Building trades.
Nova Scotia—							
1—Sydney	Active	Quiet	.....	Active	Very active	.....	Active
2—Westville	Active	.....	Active	Active	Active	.....	Active
3—Halifax	Active	Very quiet	.....	.....	Active	.....	Very quiet
4—Amherst	Active	Active	.....	Active	Very active	.....	Active
Prince Edward Island—							
5—Charlottetown	Active	Quiet	.....	.....	Active	.....	Active
New Brunswick—							
6—Moncton	Active	Active	Active	Active	Very active	Very active	Active
7—St. John	Active	Active	Active	.....	.....	Active	Active
8—Newcastle	Active	Quiet	Quiet	.....	.....	.....	Active
Quebec—							
9—Quebec	Active	.....	Active	.....	Active	.....	Active
10—Sherbrooke	Active	.....	Active	Active	Very active	.....	Active
11—Three Rivers	Very active	Quiet	Active	.....	Very active	Active	Active
12—St. Hyacinthe	Active	.....	.....	.....	Very active	.....	Active
13—St. Johns and Iberville	Active	Active	.....	.....	Very active	.....	Active
14—Sorel	Active	.....	.....	.....	Very active	.....	Very active
15—Maisonneuve	Active	.....	.....	.....	Very active	.....	Active
16—Montreal	Active	.....	.....	.....	Active	.....	Active
17—Hull	Active	.....	Active	.....	.....	.....	Quiet
Ontario—							
18—Ottawa	Active	.....	Active	.....	Very active	.....	Very active
19—Kingston	Active	Quiet	Active	Active	Active	.....	Active
20—Belleville	Active	Active	Active	Active	Very active	Active	Active
21—Perterborough	Active	.....	Active	.....	Very active	.....	Active
22—Toronto	Active	.....	.....	.....	Very active	.....	Very active
23—Niagara Falls	Active	.....	.....	.....	Very active	Active	Active
24—St. Catharines	Active	.....	.....	.....	Very active	.....	Active
25—Hamilton	Active	.....	.....	.....	Very active	Active	Active
26—Brantford	Quiet	.....	.....	.....	Very active	.....	Very active
27—Guelph	Active	.....	.....	.....	Active	.....	Active
28—Berlin	Active	.....	.....	.....	Very active	.....	Active
29—Woodstock	Active	.....	.....	.....	Very active	.....	Active
30—Stratford	Active	.....	.....	.....	Very active	.....	Active
31—London	Active	.....	.....	.....	Active	.....	Active
32—St. Thomas	Active	.....	.....	.....	Very active	.....	Active
33—Chatham	Active	.....	.....	.....	Active	.....	Active
34—Windsor	Active	.....	.....	.....	Very active	.....	Very active
35—Sault Ste. Marie	Quiet	.....	Active	.....	Active	.....	Very active
36—Port Arthur & Fort William	.....	.....	Active	.....	Active	Active	Active
Manitoba—							
37—Winnipeg	Active	.....	Active	.....	Active	.....	Active
38—Brandon	.....	.....	.....	.....	Active	.....	Active
Saskatchewan—							
39—Regina	Active	.....	.....	.....	Active	Active	Very active
40—Moose Jaw	Active	.....	.....	.....	.....	.....	Very active
41—Saskatoon	Active	.....	.....	.....	Active	.....	Active
Alberta—							
42—Calgary	Active	.....	.....	.....	Active	Active	Active
43—Edmonton	Active	.....	.....	Very active	Active	Very active	Very active
44—Lethbridge	Active	.....	.....	Active	Active	.....	Active
British Columbia—							
45—Nelson	.....	.....	Active	Active	.....	.....	.....
46—New Westminster	Active	Quiet	Very active	.....	Active	.....	Active
47—Vancouver	Active	.....	Active	.....	Active	.....	Active
48—Victoria	Active	.....	.....	.....	Active	Active	Active
49—Nanaimo	Active	Quiet	Active	Active	.....	.....	Quiet

CANADA DURING THE MONTH OF NOVEMBER, 1910.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken as to wage changes, trade disputes and kindred phenomena treated under separate order indicating in each, the degree to which general conditions were favourable or unfavourable, as follows: (1) active

	Metal, engineering and ship-building.	Wood-working.	Printing and Allied trades.	Clothing.	Food and tobacco preparation	Leather.	General transport.	Miscella-neous.	Unskilled labour.
1—	Active	Active	Active	Active	.....	.....	.....	.....	Quiet
2—	Active	.....	Active	Active	Active	Active	.....	Active	Very active
3—	Quiet	.....	Active	Quiet	Active	.....	Qviet	Active	Quiet
4—	Active	Active	Active	Active	Active	Active	Active	Active	Active
5—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
6—	Active	.....	Active	Active	Active	Active	Active	Active	Active
7—	Active	Active	Quiet	Active	Active	.....	Active	Active	Active
8—	Active	Active	.....	.....	Active	.....	Active	.....	Active
9—	Active	.....	Active	Quiet	Active	Quiet	Active	Active	Quiet
10—	Active	Active	Active	Active	Active	.....	Active	Active	Active
11—	Active	Active	Active	Active	Active	Active	Active	Active	Active
12—	Active	Active	Active	Active	Active	Active	Active	Active	Active
13—	Active	Active	Active	Active	.....	.....	Active	Active	Active
14—	Active	Active	Active	Active	Active	Active	Active	Active	Active
15—	Active	Active	Active	Active	Active	Active	Active	Active	Active
16—	Active	Active	Active	Active	Active	Active	Active	Active	Active
17—	Active	Active	.....	.....	.....	.....	Active	Active	Active
18—	Active	Active	Active	Active	Active	Active	Active	Active	Active
19—	Active	Active	Active	Active	Active	Active	Active	Active	Active
20—	Active	Active	Active	Active	Active	Active	Active	Active	Active
21—	Active	Active	Active	Active	Active	.....	Active	Active	Active
22—	Active	Active	Active	Active	Active	Active	Active	Active	Active
23—	Active	.....	.....	Active	Active	.....	Active	Active	Active
24—	Active	Active	Active	Active	Active	Active	Active	Active	Active
25—	Active	Active	Active	Active	Active	Active	Active	Active	Active
26—	Very active	Active	Active	Active	Active	Active	Active	Active	Active
27—	Active	Active	Active	Active	Active	.....	Active	Active	Active
28—	Active	Active	Active	Active	Active	Active	Active	Active	Active
29—	Active	Active	Active	Active	.....	.....	Active	Active	Active
30—	Active	Active	Active	Active	Active	Active	Active	Active	Active
31—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
32—	Active	.....	Active	Active	.....	.....	Active	Active	Active
33—	Active	Aactive	Active	Active	Active	.....	Active	Active	Active
34—	Active	Active	Active	Active	Active	.....	Active	Active	Active
35—	Active	Active	Active	Active	Active	.....	.....	Active	Active
36—	Active	Active	Active	Quiet	Active	.....	Active	.....	Active
37—	Active	Active	Active	.....	.....	.....	Active	.....	Active
38—	Active	Active	Active	Active	Quiet	.....	Active	Active	Very quiet
39—	Active	Active	Active	Active	Active	.....	Active	Active	Active
40—	Active	Active	Active	Active	Active	.....	Active	Active	Active
41—	Active	Active	Active	Active	.....	.....	Very active	Active	Active
42—	Active	Active	Active	Active	Active	Active	Active	Active	Active
43—	Active	Active	Active	Active	Active	.....	Active	Active	Very active
44—	Active	Active	Active	Active	Active	Active	Active	Active	Active
45—	.....	.....	.....	.....	.....	.....	Active	Active	Active
46—	Active	Active	Active	Active	Active	.....	Active	Active	Active
47—	Active	Active	.....	Active	.....	.....	Active	Active	Active
48—	Active	.....	Active	.....	.....	.....	Active	Active	Quiet
49—	Active	Active	Active	.....	Active	.....	Active	Active	Very quiet

of the first Canadian International Apple Show, at Vancouver, B.C.

The report of the Elevator Commission appointed by the Government of Saskatchewan, in February, 1910, was issued during November. The report recommends a comprehensive plan of elevator management under the control of a co-operative organization of farmers, the government to aid financially, the Executive of the Saskatchewan Grain Growers' Association to be the provisional board of directors. Twenty-five elevators are proposed as the minimum number to be operated by the Company before the organization of the central body. The report is an extended document, the Commission being unanimous in all its findings.

The Saskatchewan Grain Growers' Association has arranged for a series of conferences of the local associations, for the purpose of consolidating and unifying the views of the members.

The annual convention of the Ontario Fruit Growers' Association was held at Toronto.

Fishing.

Stormy weather interfered with operations off the Nova Scotia coast, and mackerel and herring were reported scarce. Oystering was reported in progress in Prince Edward Island, but there was little activity elsewhere. Catches have been generally light, and at Grand Manan, Que. some hardship is feared in consequence, though prevailing high prices have at many points compensated for the decreased return. Some heavy captures of herring were reported in Lake Erie, but operations on the Great Lakes generally were quiet. Quietness also prevailed in British Columbia.

The last of the sealing fleet of five vessels has returned, the value of the catch this year being estimated at upwards of $150,000, being the most successful for local schooners in some years past.

The Canadian Northern Pacific Fisheries Company, capitalized at $2,500,000, has been organized, with the object of carrying on extensive fishing operations in the waters of British Columbia. The Company recently purchased the holdings of the Pacific Whaling Company. Among the extensions planned is the establishment of a new whaling station in Northern British Columbia, to operate in 1911, and to cost $120,000. Five new whalers will be operated, and halibut fishery exploited.

The annual report of the Marine and Fisheries Department, Canada, tabled in the House of Commons, November 21, shows the total value of all kinds of fish and fish products taken by Canadian fishermen during the past fiscal year to be $29,629,169, being $4,178,084 in excess of the return for 1908, and $149,607 higher than the returns of 1905, which was previously the highest year on record. The total number of men practically engaged was 90,357.

Lumbering.

The large mills of Quebec and New Brunswick had closed down by the end of the month, owing to snow and ice. In Ontario, however, some of the mills were still in operation. The season on the Miramichi river, N.B., has been slightly below the average. There has been a good movement of lumber from Ottawa valley points. The supply of labour for the winter camps was more abundant, though select men were in demand. Hardwood prices continued strong. In British Columbia some dullness in export trade was reported, but the mills were for the most part working steadily under favourable weather conditions. Tie production will be on a large scale in northern Ontario and in the Western Provinces during the coming winter, and some scarcity of labour is feared in this connection.

Mining.

A good month's employment was reported in the Nova Scotia collieries, conditions comparing on the whole very favourably with the corresponding period of last year. Strike conditions continued at Springhill, N.S., but there was some enlargement in output. It was estimated at the close of the season of coal shipments to the St. Lawrence markets that total

shipments were less by 33,000 tons than in 1908, the year 1909 not being available for comparison, owing to the strike of the Dominion Coal Company's employés in that year. The shipments from Cape Breton showed an increase of 47,000 tons, the shipments from Pictou a decrease of 35,000 tons and from Inverness a decrease of 21,000 tons. In New Brunswick some heavy flows of gas were struck during November. Asbestos, graphite and mica mining in Quebec continued active until towards the end of the month. Extensive developments in feldspar mining in the Kingston district of Ontario are expected. Some important strikes were reported from the Cobalt camp, while conditions in the Gowganda and Porcupine regions were very active. Development work in the last named was particularly heavy. Coal production was heavy in the Alberta mines. The coal and metal mines of British Columbia were producing steadily, full staffs being employed by most of the large companies.

Manufacturing.

Factories continued very active, and in most branches and localities a good winter's employment is expected. The Imperial Flour Milling Company, of Toronto, has been incorporated with a capital of $2,000,000.

Railway Construction.

Exceptionally good progress was made on the varous contracts owing to favourable weather conditions, though gangs were materially reduced in certain sections.

The entire length of the Grand Trunk Pacific Railway in the Province of New Brunswick, from Moncton terminus to the Quebec boundary line, is 256 miles. For construction purposes this was divided into six contracts commencing at Moncton. Contract No. 1, Moncton to Chipman, 50 miles, is now completed. The greatest engineering difficulties of this contract are the steel viaduct across Canaan river, 532 feet long and 90 feet high, and the embankment across Coal Creek, 1 mile long, 85 feet high, and requiring over 600,000 cubic yards to fill. Contract No. 2, 8 miles long is about completed, with the exception of some ballasting. Contracts Nos. 3 and 4 covered 108 miles. These are completed, with t exception of the superstructures of the Cains' and Miramichi rivers bridges. Lake Nappadogan, 120 miles from Moncton, is a divisional point, and extensive yards and large offices are being constructed. Contract No. 5 comprises 31 miles. This contract presents some very difficult engineering features, viz.: The tunnel at mile 178, through a ridge of igneous trap, 400 feet long and 20 x 24 feet wide and deep, now completed, and the Salmon river viaduct, 4,000 feet long, 200 feet high, and requiring over 7,000 tons of steel, which will not be completed until next season. Contract No. 6, 61 miles, to Quebec boundary line, is also about completed. At Edmunston the second divisional point, extensive yards have been built. Work is about suspended for the season, with the exception of bridge building, as the unfinished work, principally ballasting, cannot be well carried on after the advent of frost and snow.

The International Railway across northern New Brunswick, from Campbellton on the Intercolonial Railway to St. Leonard on the Grand Trunk Pacific, a distance of 115 miles, has also been completed, and is now ready for operation.

Construction work on the Grand Trunk Pacific west of Cochrane is being pushed with vigour. On the contract, which extends 100 miles west of the terminus of the Temiskaming & Northern Ontario Railway, the laying of steel was all completed on the nineteenth of November. Adjacent, on the west, is a contract of 205 miles. Of this, the contractors expect to finish 160 miles within a year. They have already commenced work on the laying down of ten miles of track to Metagami, at which point camp will be established for the winter. Forty miles of right-of-way has been cut out and graded.

In Western Canada a snow storm early in the month stopped railway construction and grading outputs ceased work. It

is estimated that about 400 miles of railway have been constructed in Alberta during the past year.

The Canadian Northern Ontario Railway Company has given notice of an application to Parliament for an act extending the time for the construction of the following authorized branch lines in Ontario: From Washago to Kincardine; from Arnprior to Gananoque; from Pembroke to Cobourg or Port Hope; from the township of Pickering to Owen Sound; from within 10 miles east of Toronto to Hamilton, London and Windsor, with a branch from London to St. Thomas and Sarnia, and a loop line in the townships of York and Scarborough, north of Toronto; from the International bridge nothwesterly to Goderich; from between Dunnville and Port Dover to Owen Sound or Meaford; from Washago to Midland; from Hawkesbury to a point in the county of Leeds or Lanark; from Parry Sound to North Bay.

The Canadian Northern Quebec Company is applying for a charter to construct lines from Rawdon northerly to a junction with the National Transcontinental Railway, and from St. Jerome to St. Eustache.

The Canadian Northern Branch Lines Company is applying for authority to construct eighteen branch lines in the Prairie Provinces, including the following: From Grosse Isle, Man., northerly to Grand Rapids, with a branch to Sturgeon Bay; from Yorkton northerly to or near Hudson Bay Junction; from Craven northeasterly to or near Hudson Bay Junction; from Craven, northerly through or near Humboldt to or near Prince Albert; from a point between Brancepeth and Kinistino, northeasterly to or near Pas Mission; from Moose Jaw northwesterly to join the Vegreville-Calgary line of the Canadian Northern Railway, between Camrose and Stettler; from the international boundary near range seven, west, 4 miles, northerly and easterly to a point near or west of Battleford; from Lloydminster northwesterly and westerly to Bruderheim; from Fort Pitt northwesterly to the Athabasca river.

The Ontario Government has passed an order-in-council providing for the building of a branch of the Temiskaming and Northern Ontario Railway, from a point on the main line near Kelso to Porcupine, The distance will probably be thirty or thirty-two miles, and the cost about $450,000. This work will be done under the powers given by the Legislature last session, and will be proceeded with without delay.

The outlook is for active railway construction operations on Vancouver Island during the coming year.

General Transport.

The feature of the month was the closing of navigation, which released a considerable number of men from employment.

From September 1 to November 10 the shipments of wheat from the head of the Lakes this year were 22,529,632 bushels; oats, 2,670,980 bushels; barley, 388,636 bushels; flax 551,414 bushels; or a grand total of 26,140,662 bushels. During the same period of 1909 the shipments of wheat alone were 22,942,915 bushels. Freight rates have been the lowest for several years.

The winter port service was inaugurated at St. John, N.B., and Halifax, N.S., and the outlook is for active conditions, several vessels having already arrived and discharged cargoes.

The close of navigation was followed by an increase in railway traffic, especially in southwestern Ontario. Railway earnings have shown an increase as compared with last year, up to the closing week of the month. In sections of Western Canada, however, some railway crews were laid off as a result of the decreased volume of the grain trade.

At the half-yearly meeting of the shareholders of the Grand Trunk Railway Company of Canada it was stated that gross receipts for the six months under review showed a gain of £455,000, while working expenses had been higher by £376,000.

The application of the Mutual Transit Company and the Canadian Pacific Railway Company for leave to unload and transmit freight and merchandise from the steamers of the former to the trains of the latter and *vice versa* on the Lord's Day, and to forward the said merchan-

dize to its destination on trains or steamers starting on the Lord's Day, has been refused by the Board of Railway Commissioners.

The annual report of the Canadian Northern Railway Company shows that the average mileage operated during the year was 3,179 miles,, as against 3,013 miles in the previous year. Gross earnings increased from $13,251,293 to $13,833,061, and the net revenue was $4,344,390, an increase of $1,030,757. During the twelve months, 246,996 acres of land were sold for $2,561,072.

The Trades.

Building.—Building was on an unusually extensive scale for the season. In most localities, outside employés put in all but a full month. Inside workers were also busy, and an active winter is expected.

Metal and woodworking.—Employés in metal and woodworking establishments had a good month. Shipments of Canadian manufactured articles into the Western Provinces were heavy.

Printing.—The allied trades were from active to very active in nearly all the cities.

Clothing.—Journeymen tailors were becoming very active, but boot and shoe workers were in their quiet season. Garment workers were fairly well employed in the several branches.

Leather.—Tanners, curriers and trunk and bag workers had a good month.

Food and tobacco preparation.—Bakers were becoming busy and confectioners were very busy. Cigar makers and tobacco workers were busily employed.

Miscellaneous.—Retail clerks, delivery employés, &c., were already feeling the effects of the approaching holiday season.

Unskilled labour.—The prolongation of outside activity made the month a very favourable one as compared with the corresponding period of previous years, though the cessation of large railway construction and civic improvement contracts threw a considerable number on the market. Work, however, has been continuous during the past summer and wages high, so that members of this class are exceptionally favourably situated with respect to the approaching season of inactivity.

Canadian Trade and Revenue.

Foreign trade.—During October, 1910, the total value of imports entered for consumption in the Dominion of Canada, was $39,218,501, compared with $31,473,960 in October, 1909. For the first seven months of the present fiscal year ending October 31, 1910, the total value of imports entered for consumption was $262,685,148, compared with $204,674,392 in the corresponding period of the last fiscal year. The total value of domestic exports during October, 1910, amounted to $30,595,583, compared with $27,250,759 in October, 1909. The total value of domestic exports during the seven months ending October 31, 1910, was $158,121,115, as against $147,735,014 in the corresponding months of last year. During October, 1910, there were increases in exports of the mine, the fisheries, animals and their produce, agriculture and manufactures ,and a decrease in exports of the forest. The grand total of Canadian trade for October, 1910, was $73,019,758, compared with $62,417,394 in October, 1909, and for the seven months ending October 31, 1910, $433,297,034, as against $366,807,482 in the corresponding months of 1909.

Regulations regarding commercial travellers in Mexico were published during the month.

Imperial trade.—According to reports of Canadian Trade Commissioners received at the Department of Trade and Commerce, Canada, in Great Britain and the different Dominions of the Empire, openings for Canadian iron and lacrosse sticks are reported in Great Britain. The imports of Canadian flour into Great Britain, during the nine months ended September 30, 1908, 1909 and 1910, were as follows:—

	Quantity, cwts.	Value
1908	993,228	£ 526,733
1909	1,282,300	738,374
1910	1,980,586	1,121,881

The above figures show that Canada has increased shipments of flour nearly one hundred per cent. in the periods above named. It might be noted that Canadian flour in the last period realized 11.32 shillings per cwt., and that from the United States produced 11.16 shillings. The Western American States are stated to be strong competitors to Canada in the sale of apples.

Shipments of Canadian bacon into the United Kingdom for the nine months ended June 30 in the years 1908, 1909 and 1910, were as follows:—

	Quantity, cwts.	Value.
1908	518,770	£1,343,178
1909	341,400	1,021,622
1910	282,554	1,007,407

The establishment of Canadian commission houses in Australia is reported as necessary. The total imports of Canadian merchandize into South Africa during the first six months of 1910, amounted to £328,481, as compared with £248,947 in the corresponding period of 1909, or an increase of £79,534. An opening for British Columbia apples is reported in New Zealand; trade between this Dominion and Canada is steadily increasing. A large increase in the imports of flour, fish and lumber was reported in Barbadoes. The bulk of the fish trade of Granada is supplied from Canada. Openings for Canadian oats, hammers, shovels, rake, fork, pick, broom and tool handles is reported in Newfoundland. The bulk of Montserrat's foodstuffs originates in Canada, and an increase in trade with this island is reported.

Regulations regarding commercial travellers in the Union of South Africa, Cape Colony, Natal, Orange River Colony and the Transvaal, and in the islands of Antigua, Bahamas, Barbadoes, Bermuda, Dominica, Jamaica, Montserrat, St. Lucia, St. Vincent and Trinidad have been published. The abnormal expansion in the meat exports of New Zealand is said to have attracted the attention of the United States.

Domestic trade.—The general condition of trade was reported as reasonably satisfactory, sorting orders going forward well and retail trade, generally, being active. Trade in metals was brisk, and inquiries for structural materials heavy. In dry-goods and groceries a free movement was reported. Country trade suffered from bad roads. Though some depression has appeared in the trade outlook of the United States, prospects continued favourable in Canada, notwithstanding that bank clearings are slackening and railway earnings advancing less rapidly than in the earlier months of the season.

The October bank statement shows a large increase in circulation and deposits, the former being accounted for in part by the demand for money during the crop movement. There is also a marked increase in the amount of paid-up capital; current loans again show a considerable increase.

Bank clearings for November were about $48,000,000 ahead of the same month in 1909, but the closing week of the month showed a slight decrease.

Canadian revenue.—Canadian revenue for the mouth of October, 1910, amounted to $9,666,192.95, compared with $8,553,566.89 in October, 1909. The total revenue to October 31, 1910, amounted to $65,814,386.28, compared with $55,907,586.72 to October 31, 1909. The total expenditure on capital account during October, 1910, was $3,548,278.93, compared with $3,983,021.14 in October, 1909. The total expenditure to October 31, 1910, was $15,978,415.24, compared with $17,196,084.74 to October 31, 1909. The leading items of expenditure during October, 1910, were: Public Works, Railways and Canals, $3,125,447.93; railway subsidies, $253,859.84; and bounties $168,971.16.

Notes.

The death occurred on November 22, at Toronto, Ont., of Mr. John Armstrong, Secretary of the Ontario Bureau of Labour.

A detailed plan on which to establish a pension fund for civic employés was under consideration by the City Council and Board of Control of Montreal, Que.

On January 1, 1911, the new Workman's Compensation Act of Manitoba will come into force. The Act is closely modelled on recent British legislation and represents a radical change from previous legislation in Manitoba.

The organization of a Federation of Intercolonial Railway Brotherhoods, similar to that in existence on the Canadian Pacific Railway system, was under discussion by representatives of the employés affected.

A call for a conference of the Provincial Prime Ministers of Canada on December 9 was issued by the Honourable the Prime Minister of Ontario, and the Honourable the Prime Minister of Quebec, under date of November 18.

A special commission was appointed by the City of Winnipeg, Man., to investigate certain charges made by the Secretary of the Lord's Day Alliance *re* immorality and segregation in that city.

A series of illustrated addresses was delivered in the chief cities of Canada, on city planning and the improvement of workingmen's dwellings, by Mr. Henry Vivian, M.P., for Birkenhead, England, in the British House of Commons.

An Association of Bank Clerks was organized, with headquarters at Toronto, Ont., having for object the uniting together of the employés of the different banks for mutual protection, improvement and advancement, and for the increase of the efficiency and salaries of the service.

A dispute between the management of the Canadian Pacific Railway Company and the Brotherhoods of Railway Conductors and Trainmen relative to the application of the new schedule recently put into force, was satisfactorily settled by arbitration during November. Mr. P. S. Morrisey, of Chicago, Ill., acted as arbitrator.

The organization meeting of the Royal Commission on Technical Education of the Province of Manitoba was held on November 9. The date of the first meeting of the Commission was arranged for early in January. The Commission was requested to report prior to the opening of the Legislature.

The Government of Canada appointed the Honourable Dennis Murphy of the Supreme Court of British Columbia as a Royal Commissioner to investigate the alleged illegal entry of Chinese immigrants to this country. Counsel was also appointed by the Government in connection with the investigation.

The annual meeting of the Ontario branch of the Lord's Day Alliance was held at Toronto, Ont., contributions for the year totalled $7,864, compared with $6,865 during the peceding year. A deficit of $1,084 was announced. Officers were elected as follows: Right Reverend J. F. Sweeney, Bishop of Toronto, President; Mrs. Gordon Wright, London, Secretary; Rev. W. G. Hanna, General-Secreatry for Canada; Charles J. Copp, M.D., Treasurer.

Announcements were sent out under date of November 19 describing the programme and scope of the eleventh annual meeting of the National Civic Federation, to be held on January 12-14, 1911, in the City of New York. The States' Councils organized by the Federation during the past year to promote the unification of State and Federal laws, will hold their first national meeting in conjunction therewith. In addition there will be special meetings of the various departments of the Federation. The more important topics of the hour, in which the Federation has been especially interested and which will be considered, are:

Regulation of Corporations and Combinations;
Regulation of Railroads and Municipal Utilities;
Compensation for Industrial Accidents;
Arbitration and Conciliation.

The Canadian Independent Telephone Association held its fifth annual convention in Toronto, November 17th and 18th. It was resolved to ask the Ontario Government to repeal the present law, which gives municipalities the power to grant exclusive telephone franchises. An effort will be made to obtain an amendment of the local municipal telephone Act, by making provision for the appointment by the ratepayers of a board of commissioners to undertake the management of any system constructed under that Act. The Association will also ask the Dominion Government to amend the Railway Act by empowering the Board of

Railway Commissioners to order connection between rural telephone systems and the local systems of all companies within the jurisdiction of the Parliament of Canada.

An important report based on the investigation of twenty street car accidents in the City of Montreal, Que., was issued by the Public Utilities Commission of Quebec on November 20. The main conclusions of the report are as follows:

"That no further cars of the single truck pattern be placed in use upon any of the routes without the special permission of the commission; that the number of such cars be reduced each year by fifty; that upon application and for reasons shown and satisfactory to the commission the use of such cars on certain routes be permitted, and sufficient cars retained for the purpose; that all cars thirty feet or more in length and weighing 25,000 pounds or over be equipped with air brakes in addition to hand brakes; that cars on routes with severe grades be equipped in addition with emergency brakes; that the speed limit of eight miles per hous be adhered to."

The Ontario government has recently abolished the system of prison labour contracts in that province. In future the majority of the prisoners will be employed upon farms and the making of roads in the newly opened up districts. There will, however, be a precentage of the prisoners whose health or other circumstances will prevent them from joining in this work. These men will manufacture hospital supplies—beds, blankets, &c., which will be offered to the hospitals receiving financial aid from the Provincial Government, and provided the prices and quality of the goods are found to compare favourably with those of similar articles offered in the open market, the hospitals will be expected to purchase the prison-made products.

II. REPORTS OF LOCAL CORRESPONDENTS.

MR. JAMES HANLEY, Belleville, Ont., has been appointed correspondent to the *Labour Gazette* for Belleville, Ont., and district, in the room of Mr. H. C. Macdiarmid, resigned.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Industrial activity continued throughout the month, and business generally was prosperous. It seems as if this activity will continue at the larger industries during the winter. There are departments, however, that generally close down when frosty weather comes, but apart from these the outlook for the winter is good. The coal and iron industry had a good month, and the other allied industries were busy. Owing to stormy weather some of the collieries had an occasional idle day, the shipping being deranged and the supply of cars being unsteady. The demand for coal was good and will continue so during the winter.

Fairly large outputs of steel were obtained at the Sydney Steel Works. The supply of ore and limestone required for winter use will be greater than last year, and there is considerable activity at the limestone quarries.

The Nova Scotia Steel Works continued active during the month. The outputs of October exceeded those of September, while November outputs in some departments equaled those of October. The following is a comparative statement:—

Month:	*Iron.*	*Steel.*	*Coal.*	*Coke.*
August.....	7,721	7,850	76,013	8,949
September.....	7,335	5,682	7,3921	8,630
October.....	7,811	8,359	76,593	8,407

The building trades were very busy throughout the month. In the Sydney Mines district 200 houses were erected during the season. Building activity will continue as long as the season is favourable. The tramway and steam

railways had a fair month, while shipping was heavy. Other trades were well employed. The stormy weather affected the retail trades, but the wholesale business was good. There was abundance of unskilled lakour.

CONDITION OL LOCAL INDUSTRIES.

Agriculture.—The wet weather greatly hindered the farmers in getting in their root crops. Potatoes, while a fair yield, rotted very rapidly, and will be scarce during the winter. A large part of the potato crop of Prince Edward Island is finding its way to Bermuda, which is affecting the price of potatoes in this district.

Fishing.—November was a very stormy month, which affected shipping. Very little fishing is done off these coasts at this season. The fishermen state that while fish was scarce throughout most of the season, yet the prices obtained were better than last year, so that they are financially not much behind the year 1909.

WESTVILLE, N. S., AND DISTRICT.

Mr. T. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was little change in labour conditions in this district since last month. The different branches of industries were fully employed, the collieries at present working full time, and in most of the collieries adding to the working staff.

Shipments of coal for the month of October for the collieries in this town and district were about 43,000 tons, this being a decrease of some 8,000 tons from the shipments for the month of October, 1909.

Building is very active throughout the district. The weather so far is favourable, with rain, but scarcely any frost.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are about through with fall ploughing, and in most cases have harvested a bountiful crop, with good prices prevailing.

Lumbering.—This industry is assuming its usual buoyancy at this season of the year.

Manufacturing.—All industries are at present well employed.

Mining.—The industry throughout the district is working full time. Unskilled labour is not equal to the demand. The technical schools throughout the mining districts have opened for the winter.

All other industries throughout the district, not affected by the season, are active. The skilled trades have been active, and unskilled labour very active.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during November has been quiet. The weather has been mild, with no snow, and while this condition favoured outside operations, few were carried on. The principal building contract on hand was the new Y.M.C.A. building, where work is being rushed. While the closing year has been the lowest for some time as far as building operations have been concerned, prospects for 1911 promise to eclipse the record of some years—if not in number, in aggregate value.

Along the waterfront work has been but fair, owing to the falling off in the fruit and vegetable crop, and mild weather's effect on navigation. A busy season, however, is anticipated by the railway and steamship men, who are about completing arrangements for the winter's business. The Government piers will be taxed to their utmost, as some dozen steamship lines, amongst them being the Allan, Canadian Pacific Railway, Furness, Donaldson, Elder Dempster, Manchester, Uranium and White Star-Dominion, will make Halifax their port of call to a greater or less extent. A large number of immigrants are expected, which, with the usual winter freight, should keep a good portion of the waterfront active during the season of 1910–11.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Some late November wholesale quotations:—

Butter, creamery, prints, 28c., per lb.
Butter, creamery, boxes, 27c., per lb.
Butter, dairy, ordinary, 20-21c., per lb.
Butter, dairy, rolls, 22c., per lb.
Butter, dairy, prints, 24-25c., per lb.
Cheese, large, 12½-13c., per lb.
Cheese, twins, 13-13½c., per lb.
Eggs, fresh, 29-30c., per lb.
Beef, forequarter, 8-9½c., per lb.
Beef, hindquarter, 10-12c., per lb.
Lamb, 11c., per lb.
Mutton, 7-9c., per lb.
Veal, 7-8½c., per lb.
Pork, 9-10c., per lb.
Bacon, 20c., per lb.
Hams, fresh, 16c., per lb.

Fishing.—Local fishermen made but small catches, mackerel being notably scarce.

Other lines were normal, with manufacturing more advanced than the similar period of 1909.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were dull. Carpenters and joiners were fair. Painters and decorators were quiet. Plumbers were busy. Stone cutters and builders' labourers were dull. Boilermakers were dull. Electrical workers were busy. Printers, pressmen, bookbinders were busy. Tailors were dull. Boot and shoe workers were about normal. Barbers, delivery employés and theatre employés were fair. Furriers showed improvement over October, but were retarded in average orders, owing to mild weather. Most branches of transportation employés had average employment. Longshoremen had a fair month, with improving prospects. Unskilled labour was dull.

DISTRICT NOTES.

The fishing fleet reports a record catch, and the price is $5 per quintal—$1 in excess of 1909.

Sherbrooke.—The rainy spell during the middle of November greatly helped the lumbermen in getting their drives of logs down the river, several of which were tied up, owing to the previous dry weather. One firm brought in 2,000,000 feet, and another 1,500,000. These will be stored for the winter, the season being too far advanced to warrant manufacturing.

Shelburne.—A schooner of 140 tons gross register was launched early in November.

AMHERST, N. S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Considering the season of the year, labour has been well employed during the month. Taken on the whole, conditions are much better than at the same time last year.

The new addition to the Amherst Boot & Shoe Company's plant, a four-storey brick structure, 100 x 50 feet, is nearing completion, and will be ready for occupancy the first of the year. The output of the concern is now about 1,000 pairs a day, but when the new building is completed this output will be doubled. Extensive improvements and alterations are being made in the shops of the Canada Car Company, and work is steady, with the full complement of men at work. The Company has orders now on hand to keep the establishment going full time until June, 1911. There was a ten-day strike in this establishment during the month, affecting about one hundred men. The trouble arose over the establishment of a new wage schedule in the box-car erecting department, and after some negotiations the men resumed work.

The strike in Springhill still continues. The Company is augmenting its working force and slowly increasing its output.

CONDITION OF PARTICULAR TRADES.

The building trades have been fairly well employed during the month, but operatives are mostly idle for the season. Carpenters and joiners, in the majority of cases, will have steady work on inside finishing during the winter. Painters and paperhangers reported work dull. Plumbers were busy. Stone cutters were out of work. Iron moulders were well

employed. Machinists and engineers were active, electrical workers busy, and blacksmiths and boilermakers well employed. Woodworkers have had a good month. Upholsterers report dullness in their trade. Car builders were well employed, carriage makers busy. Printers have had a busy month. Journeymen tailors have been steadily employed. Boot and shoe makers were very busy. Bakers and confectioners reported work steady. Trunk and bag makers had a busy month. Clerks and stenographers were well employed. Unskilled labour was well employed, but there was no demand for more help.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during the month of November differed very little from that of the same month last year. Broken weather interfered to a considerable extent with outdoor work in the building line. In Charlottetown, the new Heartz Memorial Hall had the exterior completed. Shipping was fairly brisk, and the usual scenes of activity prevailed along the water front. Industrially, the month has been active, two new packing houses coming into operation, and the established ones handled more than the usual number of hogs and lambs. Bankers, wholesale and retail men report a good month, with collections satisfactory and an optimistic tone in the business situation.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The shipping of produce formed the principal occupation of the farmers this month. The potatoe crop is lighter than last year, but the shipment of grain, especially of oats, is greater than last year. A good shipment of hay, which was an abundant crop this year, was made on the direct steamers to England.

Fishing.—Owing to stormy weather, the fishermen had not a very good month, oystering being practically the only branch carried on to any advantage. The proposal of the Government to enforce new lobster regulations next year, whereby the small lobsters cannot be taken, was strongly protested against at a meeting of packers and fishermen held in Charlottetown. Resolutions were passed claiming that if the regulations were carried out it would practically mean the closing down of the factories around a large portion of the coast.

Manufacturing.—The few factories were carried on under normal conditions, supply and demand being well balanced.

Railway construction and employment.—The end of the month found the work on the Elmira branch railway almost completed for the season. It is expected that this line will be finished next year. Several new stations were built on the main line, and a number of tanks were erected by the Imperial Oil Company at different points along the road, for the handling of the oil in tank cars, which will be supplied by the railway company.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were fairly active. Carpenters, joiners and paperhangers were active. Plasterers and lathers had a dull month. Plumbers, gas and steamfitters were active. Iron moulders, workers and helpers, machinists, engineers, electrical workers, linemen and sheet metal workers were active. Bicycle workers had a dull month. Woodworkers, upholsterers, carriage and wagon makers and car builders were active. The printing, clothing, leather and miscellaneous trades were active, with the supply of unskilled labour slightly in excess of the demand.

MONCTON, N. B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Favourable weather conditions the greater part of the month rendered it

possible to keep the volume of outdoor labour close up to the October standard, while indoor labour was fully equal to that standard. A canvass of all local manufacturing industries, machine shops, &c., shows active conditions; in most instances the orders in sight guarantee a continuance of these steady conditions during the winter season. Building operations are relaxing, but considerable work upon minor jobs is in progress. The Massey-Harris warehouse, a two-storey structure of concrete, 60 x 120 feet, is just completed. Work upon the public wharf extension has also been completed; this has furnished employment for about twenty workmen for five months. Messrs. Corbett and Floesch, contractors for the 50-mile section of the Grand Trunk Pacific railway from Moncton to Chipman, on November 12, paid off 175 of their employés, having completed their contract. About fifty men were retained to get the plant ready for shipment and close up the work by December 1. This firm of contractors have paid about $2,000,000 in wages alone during their operations. Civic operations upon street, sewer and water extensions have been suspended for the season. In business circles the retail trade for the month is pronounced up to the average, while the wholesale trade continues active and expansive. Considerable movement in real estate has taken place and at firm prices. Rents are still high, but there appears a larger choice than heretofore. The Intercolonial Railway shopmen are now working Saturday afternoons and will continue so to do until May 1. The various trades unions in the mechanical department of the Intercolonial Railway here are considering the matter of an International Federation, and a committee has been appointed to report upon the same. No cases of friction between the various classes of labour and the employers have been noted.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were active with ploughing, threshing and general fall work, weather conditions being very favourable. The grain yield was found to be very satisfactory. Hay remains quiet and with low quotations. Pork shows a decline of 2 cents from last season. Cheese factories closed this month, and attention turned to butter-making.

Fishing was quiet.

Lumbering.—Considerable activity, par ticularly in Albert county sections, has developed, and operations were on quite an extensive scale. Demand for experienced men was good, and wages showed an increase of about $2 per month over last winter.

Mining.—The Maritime Oilfields Company, Limited, are still at work developing their oil and gas areas in Coverdale. Two more wells were sunk, and the flow of gas in both instances was heavy. Seventeen wells are now drilled and capped.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were quiet. Carpenters and plasterers were busy, as were also painters, decorators and paperhangers. Plumbers were steady, stonecutters quiet and builders' labourers, fairly active, but demand slackening. Iron moulders were fairly busy. Iron workers and helpers, machinists, electrical workers, blacksmiths, boilermakers and horseshoers reported steady conditions. Woodworkers, upholsterers, polishers and carmen were active. Carriage and wagon makers were quiet. Printers, pressmen and bookbinders were active. Journeymen tailors and garment workers were active. Milliners and milliners' apprentices were busy. Bakers were active. Butchers were busy. Leather workers and saddlers were busy. Barbers were busy. Clerks and stenographers had steady work with demand limited. Hotel employés were busy, and laundry workers active. Railway crews, owing to winter time-tables coming into effect, were not so active as last month. Telegraphers were busy. Freight-handlers and expressmen were active. The demand for unskilled labourers was good throughout the month, and fairly well met by local supply. Wages were 1.50 per day.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The opening of the winter port season has lent an impetus to the labour market, especially to shiplabourers. Warner's mill on Chesley street, and Murray & Gregory's mill at Marble Cove have closed down for the season. The Globe Laundry was destroyed by fire on the morning of November 9; loss, $15,000, insurance, $8,000. Taylor & White's cooperage on Elm street was badly gutted by fire on the night of November 12. The building was insured for $2,200; the machinery for $3,000; and the stock for $700.

Bank clearings for the four weeks ending November 24 were $6,312,501, and for the corresponding period last year, $6,430-860, being $118,359 less in 1910 than in 1909, and $1,260,528 less than during the five weeks ending October 28 of the current year. The savings bank transactions for the month of October were: deposits, $54,545.82; withdrawals, $79,-121.65.

For the two weeks ending October 31, the city cashier paid out $5,092.45 in wages to city employés. The call firemen were paid off on November 15. The city deducted their taxes, amounting to $1,665.33, making the sum of $10,980.42, which the chamberlain paid out. The bookbinders and rulers have been granted the eight-hour day, which went into effect on November 21.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The New Brunswick Fruit Growers' Association held a session in St. John, on November 2, when officers for the ensuing year were elected. Professor J. W. Crow gave an interesting lecture on "Cropping Young Orchards," and Professor W. T. Macoun addressed the meeting on "Growing Nursery Stock in a Northern Climate."

CONDITION OF PARTICULAR TRADES.

Shingle weavers and unskilled labourers were dull, but other skilled workmen had, on the whole, a good month.

DISTRICT NOTES.

Fredericton.—Morrison's mill closed for the winter, November 11, for the first time in years. Lack of logs is the cause for the shut-down.

Hampton.—The Hampton Stock Farm Company sold out its herd of pure bred Ayrshire cattle, on November 11. They are now scattered among the farmers and stockmen of the province and Nova Scotia.

Sackville.—A railway siding to the plants of the Sackville Freestone Company and the Charles Fawcett Manufacturing Company is soon to be built.

St. Stephen.—During the past summer Haley & Son, St. Croix Soap Manufacturing Company, Maritime Edge Tool Company and Ganong Brothers have made extensive additions to their factories.

NEWCASTLE, N.B., AND DISTRICT.

Mr. James Falconer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions were quiet, seasonal dullness prevailing. Saw mills were all closed down, causing unemployment for large numbers of men. A number of these, however, found employment in the lumber camps, there being a scarcity of this class of labour for some time. The weather has been very mild, no frost being in the ground. Employment will be plentiful when the rivers freeze up, in smelt and bass fishing, at which all make good wages. No changes in wages or hours of employment occurred during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There was not much doing in this industry. The season has been one of the finest for years; there has been

no snow up to November 24, and cattle have been out grazing. The fall has been most favourable for ploughing. Owing to the abundant crop, hay is selling for $12 per ton, and oats are retailing at 50 cents per bushel.

Lumbering.—Brisk conditions prevailed, the weather being favourable. August and September were dry and operators had a good chance to get the lumber off the low lands. The cut will be about the same as last season, which was an average one.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were pretty well through their work for the season, but carpenters and joiners were still busy finishing contracts. Painters were busy on inside work. Blacksmiths were busy and will continue so until the end of December.

QUEBEC, QUE., AND DISTRICT.

Messrs. P. J. Jobin and E. Little, correspondents, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month has been a fairly good one. The building trades were busy on outside operations during the first half of the month, but prevailing bad weather caused quiet conditions in the last two weeks. The lessees of the Champlain market hall have received official notice to vacate the premises prior to January 15, 1911. This means that the work upon the terminals of the Transcontinental Railway will be started during the winter. The season of navigation is fast drawing to an end. The *SS. Memnon,* from Savannah, Georgia, with a cargo of pitch pine intended for the construction of caissons for the Quebec bridge, arrived on November 7, and discharged at Sillery Cove. Apart from this, no further arrivals of ocean steamers are expected. Two new steel steamers were launched from the yard of G. T. Davis & Sons. These vessels are ice-breakers and are destined for the winter ferry service between Quebec and Levis. This Company will build two new steamers to replace those used in summer ferrying, these latter being too small for the service. The section of the terrace so long closed to the public has again been opened, the work of rebuilding it having been completed. The Dominion Government steamer *Druid* on November 14 commenced bringing in for the winter some of the least important of the buoys. A free employment bureau has been authorized by the Provincial Government, and will be opened in January, 1911. The City Council, at its meeting on the eleventh instant, granted the authorization prayed for by the Dorchester Electric Company to introduce and sell electricity in the city of Quebec, subject to several conditions, one of which is that they shall erect in the limits of the city of Quebec, before December 31, 1911, and keep in constant operation, workshops which are to cost $200,000. The steamer *Murray Bay,* of the Richelieu and Ontario Navigation Company, left here for Montreal, on the twenty-fifth instant. She is the last boat of the line for this season. The last steamers of the regular ocean liners left port during the latter part of the month, while there is only one ocean steamer to leave for sea at the end of the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy ploughing during the early part of the month. Cattle were left out very late, pasturage being plentiful.

Lumbering.—All the big sawmills have closed down for the winter; a number of them having continued cutting until stopped by snow and ice.

Manufacturing.—A slight improvement has been shown among shoe factories; they were not, however, running to full capacity as yet.

CONDITION OF PARTICULAR TRADES.

Lathers, plasterers, painters, plumbers and gas and steamfitters were quiet; the other building trades were busy. In the metal trades active conditions prevailed, with blacksmiths; iron moulders, iron workers, machinists, engineers, boiler makers, iron shipbuilders and shipwrights

were busy, but electrical workers were quiet. Woodworkers generally were busy. From active to busy conditions were reported in the printing trades. Boot and shoe workers were dull, but glove makers were active, and journeymen tailors and garment workers busy. Quietness was reported in the food and tobacco preparation branches, and dullness in the leather trades. Hotel, restaurant, theatre and laundry workers were quiet, but delivery employés and furriers were active. Railway employés were active. Street railway employés were quiet, as were also cab drivers, draymen, teamsters and expressmen. Longshoremen were active, but the other trades dependent on navigation were in their dull season. The supply of unskilled labour was in excess of the demand.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during November showed very little change compared with October. Employment was good in practically every branch of industry. Municipal works continued to employ a considerable number of men. The buliding trades were busiest. The Diamond Whitewear Company was busy building an addition to plant. The Gres Falls Company is pushing construction on the new pulp and paper mill at Cap de la Madeleine.

Merchants are complaining of poor business. Wages have a downward tendency, but so far no material reductions have been made.

The contractors rebuilding the boulevard had to stop the work on account of the cold weather, the most of it being in concrete. The agreement between the city and the new pulp and paper company was passed at a council meeting this month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—A fine open fall has enabled farmers to successfully harvest their abundant crops, and prices are fairly well maintained.

Fishing was very dull.

Lumbering.—The lumber market has brightened during the past month, but the cut this year will be about the average.

Manufacturing.—All local industries are employing their usual complement of hands, and expect to do so during the winter months.

CONDITION OF PARTICULAR TRADES.

Work in the building trades was good until the end of the month. Moulders were fairly active, and machinists were steadily employed. Blacksmiths and horseshoers were also active. Taken in general, the metal trades were fairly active. Woodworking and furnishing trades report a good month. Printers, pressmen and bookbinders were busy. Journeymen tailors and garment workers were active. Glove makers and boot and shoe workers were very busy. Bakers and confectioners, butchers and meat cutters, cigar makers and tobacco workers report a fairly busy month. Tanners and curriers had a dull month. Barbers were fairly active. Clerks had a quiet month. Stenographers were busy. Delivery employés had a dull time. Furriers were busy, especially during the end of this month. Hotel, restaurant, theatre employés and laundry workers were well employed. Railway employés were fairly employed, and navigation employés were very active. Cab drivers and hackmen had a dull month, but teamsters and expressmen had plenty to do. There was a good demand for unskilled labour, but the supply was equal to the demand.

DISTRICT NOTES.

The Shawinigan Water & Power Company is rushing work on the additional power plant at Shawinigan Falls, Que. The new cotton mill at the same place is in full operation.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally has been well employed during the month. This applies not only to the various industrial concerns, but also to unskilled labour. The open season has been very active for the latter, as there has been much outside work going on this fall. Every man who wanted work could have had it during the month, so that there were no idle men around. Construction work in connection with the Sherbrooke Power & Railway Company gave employment to a large force of men, and the work under way at the new reservoir, and other city work called for all the men available. The varoius industrial concerns have been running full time, and there has been no abatement in the rush to get out work in various machine shops. The E. & T. Fairbanks Company, which recently established in the city, from St. Johnsbury, Vt., have about decided to double their capacity for output, and the contract to double their floor-space is about to be given out. That means that over 100 skilled mechanics will have to be taken on.

During the past month there has been an agitation going on among the business men to adveritse the city as an industrial centre. As a result of this movement, there has been guaranteed some $4,000 yearly for five years to help defray the expense of an industrial commissioner, and the City Council has been approached to give an appropriation for the same purpose.

The extension of the street railway has been pushed rapidly ahead, and considerable mileage has been added, in addition to the relaying of the old system with heavier iron. That means that the convenience to the public has been greatly improved.

The Eastern Townships immigration agent has left for England, to interest farm labourers and farmers with capital to settle in the Eastern Townships. The demand for farm help is as keen as ever, and it is difficult to get men at about double the wages paid a few years ago.

Wholesalers report business good, as also do the retailers.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The open season has given farmers an opportunity of doing more fall work than is generally the case. It is estimated that there are about five thousand less milch cows in the Eastern Townships this year than is generally the case. This is the result of the shortage of feed that existed for the past two years, while this year there is an abundance. So much so that many are selling hay for shipment to the United States.

Lumbering.—The movement of pulpwood to the United States has been somewhat slow, with the result that a considerable portion of last year's cut is still on hand. In the Megantic district several of the large lumbermen have not yet sent any men into the woods, and the prospects are that the cut of pulpwood will be short, so that many men and farmers who take contracts to haul the wood will be affected.

Manufacturing.—The manufacturing industries are fully employed, and are running full time in all departments.

Mining.—As is usual at this time of the year, the various mining concerns close down to a considerable extent, especially in the asbestos district. In the copper mines, however, work is going on as usual, and at Eustis enough men cannot be secured.

Railway construction.—The work of extending the street railway has given employment to many men, who are paid a higher rate—$1.75 to $2 per day—than was ever paid before for unskilled labour.

CONDITION OF PARTICULAR TRADES.

All branches of the building trade had a good month. This is accounted for by the fact that the season was so open. Machinists and all branches of iron workers employed here were busy, and there is a sufficiency of orders to keep the various staffs fully employed for some time to come. Woodworkers were busy. The printing and allied trades were busy.

Journeymen tailors and garment workers were active. Bakers and confectioners, butchers and cigar makers were busy. The miscellaneous trades had an active month. Railway men were fully employed, while cab drivers and teamsters were busy. Unskilled labour was very much in demand.

DISTRICT NOTES.

South Stukely.—The first three cars of marbel were shipped to Montreal, to the finishing shop, from the quarry here.

Lake Megantic.—The mill of the Lake Megantic Lumber Company has shut down for the season, after a very successful six months' cutting, which amounted to about ten million feet of sawn lumber. The potato crop has turned out very badly in this district. In some cases, eighty per cent. of the tubers are diseased, and generally at least half of the crop is bad.

Brompton.—The Pearl Shirt Waist Manufacturing Company here has reduced staff for the present only. They will increase the same after the holidays.

Waterloo.—A new industry has been added to the town—the Waterloo Envelope Factory. All of the local industires have been running to their full capacity for some time past in order to complete the orders which they have in hand for shipment.

Black Lake.—A number of Austrian and Russian labourers left here last week for their homes, and others for western points, on account of several of the mines having stopped work. About 200 men were discharged.

Granby.—Messrs. Bruneau & Son, whose sash, door and box factory was destroyed by fire some time ago, have commenced rebuilding on the same site.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. Victor Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The outside trades were very active during the month, but the local supply of labour was more than enough to meet the demand. The month was a very active one for industrial establishments. Both shoe factories worked full time. The iron industry had a good month. There was much activity in the leather industry, and a busy season is anticipated. All the factories were very active. A number of men are still engaged on the cathedral. Business, wholesale and retail, was fairly active. Banks reported collections easy.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The agricultural situation is prosperous. Fruit and vegetables found a ready market. The demand for farm hands was satisfactory, but the supply was not lacking.

CONDITION OF PARTICULAR TRADES.

The building trades were more active than during August. The month was a good one for carpenters, painters and plumbers. Bricklayers and masons, stonecutters and builders' labourers had a busy month. The month was more or less active in the metal and engineering trades. Machine shops gave a fair amount of employment. Woodworkers had a very good month, as well as the printing trades. The clothing trades had a very active month. Bakers and confectioners, butchers and ice handlers had a fair month. Tanners and curriers had a very good month. Barbers were quiet. Clerks, stenographers and delivery employés had a very satisfactory month. Railway employés, cab drivers, hackmen and carters were very active. Unskilled labour had plenty of work.

SOREL, QUE., AND DISTRICT.

Mr. J. A. Chênevert, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

About two hundred and fifty workmen employed at the Government shipyard, and who, during the winter months work nine hours a day instead of ten, will not suffer any reduction of wages this year.

The construction of vessels of all kinds used in deepening the St. Lawrence river is being pushed actively. More than two hundred vessels have also taken their winter quarters in this port. All the manufactories are in full operation, with orders ahead for several months to come. Three building permits have been taken out during the month, one for a theatre and the other two for residences; about fifty men will be employed on the work. The local dealers had a very good month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been busy marketing their products, which brought good prices. The prices of products were as follows:—

Butter, 26-28c., per lb.
Eggs, fresh, 35-40c., per dozen.
Beef, 9-15c., per lb.
Potaotes, 50-55c., a bushel.
Pork, 13-15c., per lb.
Poultry, 90c.-$1.10 a pair.
Mutton, 15-17c., per lb.
Cheese, 15-16c., per lb.
Hard wood, $5-$6, per cord.
Soft wood, $4-$5, per cord.
Coal, $6.25 to $6.50 per ton of 2,000 lb.

CONDITION OF PARTICULAR TRADES.

Masons, carpenters, plasterers, plumbers, painters and electric workers had a good month.

DISTRICT NOTES.

St. Ours.—The three mills are in full operation, with orders for a few months ahead. Local dealers are doing a good business, on account of the good country roads and favourable weather conditions.

Berthier.—The box, sash, and door factory destroyed by fire three months ago is being reconstructed, and will soon be in operation, employing twenty men. The sawing mill has suspended operations for the season. General business is good. The gin distillery is working night and day, with more orders than it can fill.

ST. JOHNS AND IBERVILLE, QUE., AND DISTRICT.

Mr. A. D. Pepin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was in an active condition. Men employed outside were still at work. After closing its work in September, the city started again in October to macadamize certain streets leading to the new Cluett & Peabody factory, which will commence operations early next summer. Work on the Government wharves is practically over for the season. The various local industries were very active. Trade, wholesale and retail, was good for the season. Banks reported a busy month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were active. Vegetable prices were kept up. The price of potatoes was raised from 75 cents to $1 per bag. Dairy products and poultry also went up, on account of the large number of geese, turkeys and ducks exported for Thanksgiving Day.

Railway construction.—The Canadian Pacific Railway Company has started laying the steel superstructure on its new bridge between St. Johns and Iberville, which, it is expected, will be finished next spring, a large number of men being employed.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons somewhat slackened. Carpenters and joiners, lathers and plasterers, painters and decorators, plumbers and steam fixers all reported a favourable month, as well as builders' labourers. Iron moulders, iron workers and helpers, coremakers, machinists and engineers were well employed. Electrical workers and linemen had a fair month. Shipwrights and caulkers and ship builders were quiet. Tinsmiths, tool sharpeners, horseshoers and jewellers had a busy month. Wood-

workers, upholsterers, varinshers and polishers, wood carvers, and carriage and wagon makers reported a good month. Printers, pressmen, bookbinders and lithographers were well employed. Journeymen tailors, garment workers, hat and glovemakers were well employed. Bakers and confectioners, butchers and meat cutters and tobacco workers had a busy month. Tanners and curriers, leather workers and saddlers reported a fair month. Barbers, clerks, stenographers, delivery employés, furriers, and hotel, restaurant and theatre employés had a busy month. Laundry workers were well employed. Railway conductors, engineers, firemen, operators and trainmen reported a good month. Trackmen, switchmen and freight handlers were well employed. Steamboat employés, ship labourers and longshoremen became quiet at the end of the month. Cab drivers, hackmen, carters, draymen, teamsters, expressmen and unskilled labour were all well employed.

DISTRICT NOTES.

St. Lambert.—A large number of houses were built during the summer and a number are still under way. The introduction of street cars gave an impetus to building operations. A new printing office was recently started. A large quantity of cement sidewalks was built and it is proposed to spend $50,000 for that purpose next year. The sales of land indicate that building operations next year will double those of this year. Carpenters and joiners were getting from 25 to 30 cents an hour.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. J. F. Girard, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

November was as good a month as the preceding one, and much better than the corresponding month last year in all branches of trade, and a fairly busy winter is anticipated by workingmen in Maisonneuve and the district. Though the season is advanced, several new buildings have beeen started which will give employment to a number of men, besides the large ones already under way, such as the Windsor station, the Oglivie building, the Blumenthal and Kellert blocks, the new harbour elevator, &c., which will not be completed before the end of the winter. The number of unemployed was smaller than last year. The reduction in the price of meats, flour and other commodities was welcomed by the working classes. With the exception of plumbers, steam and gas fitters and moulders, who are still on strike, there is no industrial trouble in the district.

CONDITION OF PARTICULAR TRADES.

Almost all the building trades were in demand, the others being very active, such as builders' labourers, plasterers, joiners and stone cutters. Tin roofers, electrical workers, stove mounters, blacksmiths and horseshoers were in demand, the other metal trades being very busy. Woodworkers, upholsterers, varnishers and polishers were active. Woodcarvers were fair. Carriage and wagon makers were active, pattern makers busy, and coopers and gilders fairly active. The printing trades were well employed, pressmen being in demand. Journeymen tailors were in demand, and garment workers very active. Bakers and confectioners, butchers and meat cutters were active, ice handlers quiet, and cigar makers and tobacco workers fairly active. Leather workers were well employed. Barbers were in demand, as well as clerks, delivery employés, stenographers and furriers. Broom makers had a good month. Hotel and restaurant employés and laundry workers were active. Transportation employés were active. Carters and draymen were in demand. Unskilled labour was a little less active, city work being suspended for the season.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

November was much more active than the same month last year. All the building trades were well employed, and general labourers reported it as the best month at this season for a number of years. General business excelled the same month of 1909. The value of the building permits issued during October was $1,907,440. For the first ten months of the calendar year, the total value of permits was $13,965,625, as against $7,000,000 for the same period last year. The number of ocean vessels entering the port of Montreal since the opening of navigation to November 1, was 674, with a tonnage of 2,010,924. The figures of bank clearings for October were $180,549,232, as against $186,151,093 in October, 1909, and $140,602,161 in October, 1908. Post Office receipts for October show an increase of $5,000 over the corresponding month of last year. Reports of property valuation show an increase of $68,579,922, the largest in the history of the city. The total valuation is $435,562,198, of which $107,527,842 is exempt from taxation.

CONDITION OF PARTICULAR TRADES.

The various trades were active with the exception of steamboat employés, ship labourers and longshoremen, ship carpenters and caulkers, who were quiet.

HULL, QUE., AND DISTRICT.

Mr. E. E. Cinq-Mars, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was more active than usual. There are less unemployed men and more work in the city and district than has ever before been the case notwithstanding the inactivity in municipal works. "Inability to get men" is the complaint of employment agents in nearly all lines of labour. The situation is exactly the reverse of what it was three years ago and, in a lesser degree, last season and the previous one. For the past few weeks, men have been leaving the city for the lumber camps at the rate of about one hundred per day. The employment agents say that the exodus had about finished. The shanties are well supplied with labour. The men who have gone are for the most part heads of families and young men who have worked all summer in the saw mills. There are also a number of farmers from this district.

The large number of buildings being erected in Ottawa is giving a large number of Hull tradesmen work for the winter.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

About 1,000 sawmill hands in the Ottawa valley were released during November on account of the cessation of the season's lumber manufacturing by J. R. Booth, Gillies Brothers, and some smaller mill owners. Owing to the mild weather a few mills were still operating at the end of the month. Wages for shanty men were better sustained than hiring agents had expected at the opening of the month. Jobbers are offering $35 per month for uncertain periods of employment. Most of the large firms are paying from $28 to $32 per month, or the same as when labour was much scarcer in the early autumn. The rate for teams, including teamster, is $2.50 per day, fare paid both to and from the woods. This is 25 cents higher than a year ago.

Farm work slackened and the demand for labour on railway construction was not so brisk as last year. Building in Ottawa and vicinity is brisk and factories turning out fine lumber, windows, &c., are crowded with orders. The total of the year's building permits is estimated at $3,000,000 and a large num-

ber of the buildings are still in the construction stage.

A sidelight on the satisfactory labour conditions is afforded by the record at the Rescue Mission quarters which accommodates indigent workers. Only twenty-four inmates were on hand at the end of the month and the demand for these for temporary jobs in the city was too great to be supplied. This class of labour is paid $1.50 per day or 20 cents per hour.

The civic corporation is prosecuting as much work as the weather conditions permit. The total amount spent on local improvements is estimated at $450,000, an increase of twenty per cent. over last year. A building permit was issued for a $60,000 bake-shop, capable of turning out 1,500 to 1,800 loaves per hour.

Merchants complained of trade being delayed by belated winter conditions, but business in all lines showed signs of buoyancy. The October customs receipts were reported at $98,725, a gain of $9,000 over the same month last year. The bank clearings for October, 1910, were $17,000,000, a gain of nearly $2,000,000 over October of last year. Similar gains were shown in the weekly report for November, the week ending November 24 being $540,000 ahead.

The strike of plumbers in Montreal which interrupted work on the Grand Trunk Railway hotel is unsettled, but the contractor reports the effect of the strike to be overcome by securing other plumbers.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agriculture benefited by mild weather during November. There is an average supply of fodder for winter. Beef was offered on the Ottawa market, $1.50 and $2 lower per cwt., than the previous month, and pork was $3 lower. Some quotations for farm produce at the end of the month were: beef, front quarters, $6.50; hind, $8.50; pork, $9 to $10; tub butter, 28 cents; new laid eggs, 40 cents; potatoes, $1 per bag; beets and carrots, 50 cents per bag; parsnips, 75 cents per bag; cooking apples, $1.75 per bag.

Lumbering.—Lumbermen were prosecuting shanty operations to the usual extent. Snow was more plentiful in the forests than near the city. The month was brisk in barge shipping in order to get lumber removed at water rates.

Manufacturing.—Paper factories were busy and some are adding new lines to their outputs. Garment factories are working overtime. The activity in railway construction in the west creates a market for much Ottawa-made goods.

CONDITION OF PARTICULAR TRADES.

Carpenters were in much demand for repair work to houses. New construction was active and all branches of building were occupied. All branches of engineering and metal trades represented in the city were busy. Blacksmiths, electrical workers and stove mounters were in demand. Jewellers were very busy, as well as woodworkers, carriage makers, and upholsterers. A rush of Christmas orders occupied photo-engravers, and the trades allied to printing were actively employed. Orders were plentiful for clothing. Furriers were very busy. Food trades and leather trades were fairly busy. Clerks had a quiet month in general lines. Theatre employés were busy. The fourth playhouse opened in the city. The close of navigation on the Rideau canal lessened employment in water transport at the usual time. Railways were busy. All but three of the Grand Trunk Railway employés of Ottawa who went on strike in the summer were reinstated. Expressmen were busy.

KINGSTON, ONT., AND DISTRICT.

Mr. William Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There were no marked changes in the labour market during November, as compared with the previous month. All lines continued very active. The building trades, notwithstanding some unfavourable weather continued with un-

diminished activity. Good progress was made on the new synagogue for the Jewish population and the building is nearing completion. During the month a contract was awarded for the erection of a stone administration building in connection with the House of Providence. Permits were also taken out for the erection of several new residences, and many alterations and improvements to old ones.

While a number of boats were laid up, business was very active in marine circles, and although November was a very rough month it was a very active one on the lakes. Grain men were particularly busy, and most of the month every elevator at Fort William was busy loading grain for Kingston. In one day fourteen vessels received cargoes of wheat and cleared with a total of 1,750,000 bushels. Towards the end of the month there was a slight increase in the carrying rates.

All the coal schooners running out of Kingston are practically laid up. Some have just made their last trip of the season, and are being unloaded. As soon as the work of unloading is completed they will go into winter quarters. The past was a very busy season in the coal trade. In all lines of marine service help was very scarce during the month.

According to a report presented at a recent sitting of the Council for the County of Frontenac, the making of drain tile at the county jail has proved a success. According to the report, a good profit was shown on the investment, an increase over that of last year, and the various municipalities of the county are enabled to purchase tile at a very low rate. The various banks, and wholesale and retail houses reported an active month, while already merchants in general are anticipating a large Christmas trade.

During the month a considerable reduction occurred in the prices of meat. Sirloin steaks that were sold from 20 cents to 22 cents, were reduced to 15 and 18 cents, round steak sold at 17 cents; fresh loin pork, 15 cents; smoked ham, 17 cents. These are only a few of the reductions. The reductions are said to be the result of a better supply on the market.

There was much activity among the various labour organizations during the month. A number of important meetings of the central body were held. Arrangements were also made for addresses to be delivered before the central body by professors of Queens' University. Some of the local ministers have also arranged a series of sermons on labour topics to be delivered from their pulpits. Already a number of addresses and sermons have been delivered.

There were no strikes, lockouts, or changes in the rates of wages or hours of labour reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers continued active finishing up the fall ploughing and making general preparations for winter work. Towards the end of the month a number of meetings of the Farmers' Institute were held in various parts of the county and were well attended. Speakers from a distance addressed the meetings on the general subjects of farming, the poultry, dairying and other branches of agriculture.

Lumbering, manufacturing, mining, railway construction and other industries continued active.

CONDITION OF PARTICULAR TRADES.

The building, metal, engineering and shipbuilding trades were active. Business at the Kingston drydock was particularly active. A number of men were brought on from Collingwood and elsewhere, and a large staff of local men are also employed. The usual activity was also resumed at the Canadian Locomotive works. Printers, clothiers, bakers, butchers, cigar makers, tanners and curriers, barbers, broom makers, clerks, delivery employés, furriers, hotel, restaurant, theatre, and laundry workers reported an active month. A new restaurant was opened in the centre of the city, and another one announces an opening shortly. All branches of transport and unskilled labour continued active.

DISTRICT NOTES.

Gananoque.—Early in the month this town suffered the loss by fire of the works of the Ontario Wheel Company. About one hundred employés were thrown out of employment. The entire plant was carried by policies amounting to $137,000.

Already steps are being taken for the rebuilding of the Company's works. The D. F. Jones Company has arranged a night gang and is running its rolling mill night and day.

BELLEVILLE, ONT., AND DISTRICT.

Mr. James Hanley, correspondent, reported as follows:—

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The corn and potato crop has been good in this vicinity. Farmers have fall ploughing well along. There has been an extra large crop of red clover this season.

Manufacturing.—The cement mills at Point Ann are running to full capacity, as well as all other local industries. There is a scarcity of labour at present, owing to the large amount of sewer construction going on.

Railway construction.—The Canadian Northern Railway Company is grading the road between here and Trenton, and has about 100 men employed. The Grand Trunk Railway Company has about 150 extra men employed completing the extensions to yards here.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. J. Arthur Sharp, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions have been fairly active during November, owing partly to the fine weather. Labour was employed to a greater extent than during the same month last year. The Canadian General Electric Company is putting up a large addition. The new building will be 274 feet long and 125 feet wide; it will be of brick and steel, and the estimated cost is $100,000. The Quaker Oats Company is erecting a new elevator of 600,000 bushels capacity, at a cost of $125,000 or $130,000. There was a noticeable improvement in factory employment, and the outlook for labour during the winter is brighter than at this time last winter, and the unemployed are not so numerous. The Lake Simcoe & Peterborough Navigation Company is the name of a new company being organized with a capitalization of $250,000, to operate a line of steamers from Orillia to Peterborough. Wholesale and retail merchants reported business good. There have been no changes in rates of pay or hours of labour reported during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The fine weather has enabled farmers to complete their fall work—ploughing and marketing their produce. Good prices prevailed.

Lumbering.—The sawmills have shut down for the winter, and the men are going to the lumber camps. They have had a good season.

CONDITION OF PARTICULAR TRADES.

All branches of the building trades had a very busy month. Very few mechanics were out of employment. Iron moulders and helpers, machinists, electric workers, linemen, brass workers, boilermakers, blacksmiths and horseshoers had an active month. Boat builders and canoe makers have had a very busy season. Woodworkers, upholsterers, varnishers and polishers were all working full time. Printers continued busy. Bookbinders were active. Journeymen tailors reported an active month on fall trade. Bakers, confectioners, butchers and meat cutters were busy. Cigar makers were quiet. Leather workers, harness makers and saddlers were active. Barbers, clerks, stenographers and delivery employés were active. Furriers were busy. Railway and street railway employés, expressmen and teamsters

were busy. Unskilled labour was well employed.

DISTRICT NOTES.

Port Hope.—In addition to the new building in course of construction for the Ideal Company, which will cost $100,000, a new storehouse will be built, the offices enlarged and remodelled, fire-walls erected through plant number one, and other improvements made. The town has just completed 114,965¼ feet of concrete walks, at a cost of $11,815.38.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions throughout November were unusually favourble for the season. The prevalence of fine and mild weather enabled outdoor work to be continued almost without interruption. Building was active, and the large amount of civic construction on hand, including the work on the electric distribution plant in connection with the Hydro-Electric power transmission system, and a number of street paving and cement sidewalk contracts, employed a large number of men. The approach of the holiday season stimulated activity in those departments that cater to the Christmas trade, and buying set in earlier than usual, so that a very active season is anticipated. The number of building permits issued during October was 862, representing an approximate value of $2,914,980, as compared with 646 permits representing a value of $1,540,355, for October, 1909. The number issued for the ten months ending October 31, was 5,405, representing an approximate value of $17,734,488, as against 4,232 permits, representing $14,615,232, for the first ten months of last year. The "pay-as-you-enter" system has been introduced on the Toronto Street Railway. Eighteen cars of this type were operated for the first time on November 27, on the Yonge street route, and the sytem will be put in force on all lines after December 1. The report presented at a board meeting of the managers of the Toronto House of Industry showed a remarkable decrease in the number of casual poor applying for assistance, there being only about one-half the number needing relief as during the corresponding period last year. A statement issued by Harbour Commissioner Postlethwaite shows that the registered tonnage of the vessels entering Toronto harbour for the ten months ending October 1, was 1,506,627 tons, being an increase of 107,339 tons, as compared with the corresponding months of 1909. The total number of vessels arriving in port was 3,168, as against 2,700. The Consumers' Gas Company has announced a reduction in the price of gas from the present rate of 75 cents per 1,000 feet to 70 cents, to take effect on January 1.

Contracts for pillars and lanterns for the city's new lighting system have been awarded. Permits have been issued for the erection of the Victoria College dining hall and students' residence, at an estimated cost of $350,000, and for the following school buildings: Oakwood High School, $150,000; Ossington public school, $60,000; Manning avenue public school, $60,000; and Humberside Collegiate Institute, $50,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The autumn has been an unusually favourable one for farming operations. Fall wheat, of which a greatly increased acreage has been sown, is looking well. The open weather allowed the stock to pasture out until nearly the end of the month. The crop of ensilage was heavy, and there is abudance of feed to winter the stock. Farmers were mainly occupied in marketing and caring for stock, through fall ploughing engaged the attention of many to a later period than in most years.

Manufacturing.—Nearly all manufacturing plants were active with plenty of work on hand. The prosperity of the past season has induced a general feeling of confidence, and in view of favourable conditions in the West, and the certainty of a heavy demand in the spring, there

will be more disposition on the part of manufacturers to accumulate stock, in the absence of orders during the winter. The Canadian Autopress Company, Limited, has purchased a factory building on the corner of Eastern and Carlaw avenues, to which they will build an addition, for the manufacture of printing presses.

The Elder Carriage Works, Limited, is building a three-storey automobile factory on the corner of Soho and Phœbe streets, to cost $12,000.

Railway construction.—The reconstruction of the Belt-line railway by the Grand Trunk Railway Company was proceeded with; the section of the road between Fairbank Junction and Yonge street has been completed, and good progress made east of Yonge street. On the Toronto-Ottawa branch of the Canadian Northern Railway, the grading on the section between Toronto and Trenton is practically finished, and bridges are being erected in Pickering and Whitby townships. Work was begun about the middle of the month on the Canadian Northern Railway Company's line from Toronto to Hamilton and Niagara Falls. A large force were employed grading the road between West Toronto and Port Credit. The Toronto Street Railway extensions on Harbord street, Adelaide street and Wilton avenue, comprising in all about two miles of track, were completed.

CONDITION OF PARTICULAR TRADES.

All branches of the building trade were well employed. Plumbers and steam and gas fitters were particularly active. The metal and engineering trades had generally a good month, but shipbuilding was quiet. Some machinists, riveters and boilermakers were out of work. Structural steel workers and electricians were active. Jewellers and silversmiths were very busy. Furniture workers, cabinet makers, carriage and automobile workers, coopers and upholsterers were active. Piano workers were steadily employed. Printers, bookbinders and lithograpers had plenty of work. The clothing trades were generally busy. Boot and shoe workers were fair. Bakers and confectioners, butchers, brewery workers and cigar makers were well employed. Leather workers had a good month. Railway and street railway employés, teamsters and expressmen were active. Hotel and resaturant employés were fairly well employed. Clerks, salesmen and others engaged in retail trade were rather quiet early in the month, but busier toward the end. Unskilled labour was generally well employed.

DISTRICT NOTES.

The Town of North Toronto has decided to raise $162,000 for a sewage disposal plant, out of general taxation, and to levy $75,000 for the laying of the mains and other works on the local improvement plan.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

November was a busy month. The Ontario Power Company employed as large a force of men as could be worked on its extension of plant and buildings. Building contractors were very busy, electric linemen were rushed and farmers were active. The Von Gal Hat Company commenced to operate its new factory. Twenty hands were employed at the start, and the number will soon be increased to fifty. General business was good. In addition to the several business blocks started in previous months, another was under erection. Merchants at the south-end of the city will co-opearte in paying the cost of a special permanent illumination of business streets, similar to the system inaugurated at the north-end some months ago. Contracts were also let for additional electric lighting of city and suburban streets at municipal expense. The Canadian Niagara Power Company was installing the sixth unit of its generating plant, an addition of 12,500 horse power capacity.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were completing their season's work, and nurseries employed many extra men for the fall shipping season. Fall wheat was in good condition.

Manufacturing interests were in good condition. The cutlery and haberdashery factories, and the chain and trap works, were especially busy.

Railway construction.—Freight traffic on all lines was heavier than in October. Passenger traffic was steady.

Other industries.—It is planned to have the Niagara boulevard, from the falls to Fort Erie, twenty miles, completed in 1911. All but 1 mile of the roadway is completed or under contract. A number of bridges will be built next year.

Plans were approved for the erection of number two spillway house in connection with the extension of the Ontario Power Company's plant.

Immigration inspectors deported 266 persons from Canada at this point during October.

CONDITION OF PARTICULAR TRADES.

The approach of cold weather has maintained the activity of the building trades. Three shop and office buildings, a wholesale warehouse, a mill, telephone exchange, fire hall, armoury and many dwellings were under way. Several will be under roof so that they may be finished in cold weather. All building trades were busy, except builders' labourers and stonecutters, and the latter were more active than usual. Metal and engineering trades, particularly electrical workers and linemen, were active. Journeymen tailors were active; suspender, neckwear and shirt makers busy. Twenty hands commenced work in the new hat factory. In all the industries of food preparation employment was quieter. Office, sales and delivery employés were well employed. Hotel and restaurant employés were quiet. General railway employment was good. The season of navigation was drawing to its close, and many craft were laid up. Teamsters were busy. Unskilled labour was well employed.

DISTRICT NOTES.

Chippawa.—A waterworks by-law was defeated. Harbour dredging ceased for the season.

Pelham.—A considerable number of extra men were employed in the nurseries for several weeks.

Welland.—A garage and machine-shop was erected. Collapse of a coffer-dam used in building the new Michigan Central Railway bridge threw twenty men out of work for a time. The several new factory buildings were nearing completion. The knitting factory was ready for its machinery; twenty-five men were building the walls of the third storey of the overall factory, and the new office building at the steel works was almost finished. All the established manufacturing concerns were busy.

Port Colborne.—The Government elevator was very busy. Its full storage capacity will be used this winter, and several vessels with grain cargoes will winter here. It is expected that about 150 men will be employed all winter on the building and equipment of the new flour mill. Many foreign labourers will be dismissed.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

General activity prevailed in the labour market for the month of November. All branches of industry were active, with rush conditions prevailing in some cases. Altogether, labour was much better employed than in the corresponding month of last year. Open weather prevailed, favouring building operations and civic work on sewers, pavements, concrete walks and curbing. Work on these were rushed, owing to the advance of the season. The addition to the McSloy Brothers' hair-cloth factory, a building 45 x 150 feet, of which the foundation is now completed, will be rushed with all possible dispatch. The work on the new

chain building for the McKinnon Dash & Metal Works is making good progress. The new hospital building, costing $65,000, now in course of erection, will be ready for occupation by June, 1911.

Business, wholesale and retail, was reported good, and preparations made for a good Christmas trade. Market prices for butter, eggs, meats, &c., remained firm, prices ranging a little higher than for this time last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fall farm work is well in hand, as the open weather favoured it.

Manufacturing.—All factories and mills were active to busy, running full time, and prospects were good. The McKinnon Dash & Metal Company were running a night shift of about fifty hands. The Reo Automobile works took on additional hands. The Smith Saw Works are up to full strength. The Monarch Knitting factory is up to the full available supply. The Crocker-Wheeler workstaff is larger than ever. The Welland Vale Company are running full time, with work ahead. The Jenks Machine Works have also a large staff of employés at work. The canning factories were rushed with work.

CONDITION OF PARTICULAR TRADES.

The building trades were favoured with weather conditions and put in a good month's employment. Every available hand was employed to complete work before the season closed. All branches of the metal and engineering trades were active. The woodworking and furnishing trades were active. The printing trades were active to busy. Journeymen tailors were busy. Boot and shoe workers were active. Bakers and confectioners, butchers and meat cutters, cigar makers and tobacco workers were active. Leather workers, saddlers, trunk and bag workers were active. Barbers, clerks, stenographers, delivery employés, furriers, hotel and restaurant, and theatre employés and laundry workers were active. All lines of transport were active to busy. Unskilled labour was well employed for the month.

Port Dalhousie.—Labour was well employed. A concrete scow, 80 feet long, 24 feet beam and 7 feet deep, was launched successfully during the month.

Merritton.—The labour market was active. A new additional building is in course of erection for the Canadian Wheel Works, 40 x 60. Fitting up of the new rubber works plant is proceeding satisfactorily and will soon be completed; 350 hands will be employed.

Thorold.—Labour in general was well employed.

HAMILTON, ONT., AND DISTRICT.

Mr. P. Obermeyer. correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There were no changes during the month from the busy conditions that have been the rule during the last few months among the manufacturing concerns. They were all working to their capacity, and prospects are good for a continuation of this condition during the winter. Statements made of a shortage of available labour, however, drew from Commissioner of Industries Mulliss the announcement that a local employment agent was in a position to supply 1,000 labourers if work could be found for them.

Building permits for the month totaled $238,925, an increase of $73,075 over November, 1909. Among the permits were two for new factory buildings and one for an addition. The bank clearings for November were $10,048,849, as against $8,516,468 for November, 1909, and $6,321,419 for November, 1908. The total assessment for 1911, after deducting $240,000 struck off by the Court of Revision, is $47,712,961, compared with $42,285,923 for 1910, an increase of $5,437,038. The City Council will apply to the Ontario Legislature for power to issue debentures for $125,000 for asphalt roadways; to change the date for municipal elections from the first Monday in January to New Year's Day; and for authority to elect its four controllers for two-year terms, two to retire annually.

Prices of antharcite coal were advanced

25 cents a ton on all grades, November 30, making the figure $7 per ton. The Dominion Power & Transmission Company announced an increase of 2 cents per hour in the wages of all its employés on its traction lines, to take effect December 1. The wage agreement with its street railway employés had two years yet to run, and in consideration of the Company's action the Union extended the life of the agreement to April, 1914. The radial railway employés are not organized, but participate in the increase. The discovery of natural gas on the north shore of the bay, which was announced a couple of months ago, has been put to account, and a company has been formed by local capitalists. Relations between employers and employés were undisturbed during the month.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Two of the Oliver Chilled Plow Company's buildings are completed, and manufacturing operations are in progress. Letters of incorporation have been granted the Fox-Seal Silverware Company, Limited, the head office of which is to be in this city. The new buildings for the International Harvester Company are rapidly approaching completion. Wagstaffe, Limited, fruit preservers, are erecting a new $25,000 cannery building. The Ludlan-AinslieLumber Company is erecting a $12,000 office and factory building. An addition is being made to the Chipman-Holton Knitting mills. The F. F. Dalley Company, grocers' sundries, is doubling the capacity of its works. The Hamilton Bridge Company is making good progress with its new office building and the templet and pattern shops.

Railway construction.—The city authorities have received definite information of the entrance of the Canadian Northern Railway into Hamilton. A request has been received for a conference with the city engineer on the route to be adopted through the city. The cheque from the street railway company for the quarter ending September 30, received by City Treasurer Leckie, November 1, shows that the Company's receipts during that quarter were the largest in the history of the Company. The month closes one of the most successful shipping seasons by water that Hamilton has ever had. More boats have entered this port this year than since the days when boats were the principal means of transportation.

CONDITION OF PARTICULAR TRADES.

Employment in the various trades was good throughout the month. November usually brings a slackening off in the building trades, but the extremely favourable weather allowed construction to go on without interruption, and the trades had steady work. Some inquiry was made for carpenters, builders' labourers and teamsters. Stove mounters were also in demand. Transportation employés were very busy, as were garment workers. General labourers found plenty to do, the open weather keeping them all at work.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour of all classes was well employed during November, which compared favourably with October, and was better than the corresponding month of last year. Exceptional activity in the building trades, assisted by favourable weather, furnished employment longer than was expected. Though this has been the busiest year in the history of the building trades in this city, there are fewer vacant houses than for many years past. The iron trades were busy, and large factory additions are being rushed to completion. The Penman Manufacturing Company, Limited, is erecting an addition, 75 feet by 135 feet, four storeys and a basement; about $60,000 will be expended; this will give employment to about 200 operatives. Merchants had a brisk month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm work, so far as outside operations on the land is concerned, has ended for this season.

Manufacturing.—All the factories were busy.

CONDIITON OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, lathers, plasterers, painters, decorators, plumbers, gas and steamfitters, iron moulders, coremakers, machinists and engineers were busy. Electrical workers were very busy. Linemen, metal polishers, buffers and platers, stove mounters, blacksmiths, boilermakers and sheet metal workers were busy. Horseshoers were active. Woodworkers, carriage and wagon makers and pattern makers were busy. Coopers were active. The printing and allied trades were busy. Tailors and tailoresses were very busy. Shoe workers, bakers, confectioners and butchers were busy. Cigar makers, tobacco workers, leather workers and saddlers were active. Barbers, clerks, delivery employés were steadily employed. Furriers were busy. Hotel and restaurant employés were active. Laundry workers were busy. Railway trackmen were active. Freight handlers were busy. Street railway employés were actively engaged. Teamsters and draymen were busy. Cab drivers and hackmen were active. Unskilled labour was well employed.

DISTRICT NOTES.

Paris.—The factories and mills were busy.

GUELPH, ONT., AND DISTRICT.

Mr. Wm. Drever, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month generally was characterized by unusually open weather for the season, enabling out-of-door work to be carried on with but little interruption. The building trades were active during the early part of the month finishing outdoor work for the season. There is little work of any importance ahead except the building of the new Canadian Pacific Railway station, on which a large force of men are employed. Mr. James Fowler, of Toronto, has purchased the Grundy stove plant, which has been idle for some time, Operations will be commenced shortly, with a staff of twenty-five men. Barber & Johnson have let contracts for a modern pork-packing plant, 98 feet by 28 feet, to consist of an abattoir and a cold storage. Messrs. W. W. Hesson and W. E. Rothwell will start a new factory for the manufacture of carpet sweepers, vacuum cleaners and other household articles. They expect to employ about thirty men. The County and City Councils are calling for plans for a new county Court House. The new building is to include court house, jail and offices, at an estimated cost of $125,000. Considerable work is being done in getting factories ready for the use of hydro-electric power; the Taylor-Forbes Company have already started to run their machinery by the same. The formal opening of the new rooms of the Trades and Labour Council took place during the month. Wholesale and retail merchants report trade good. Customs returns for the month of October were $20,302.58, an increase over the corresponding month last year of $4,505.80.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Weather conditions have been very favourable for the farmers, who were busy finishing fall work and marketing produce, for which prices are good and conditions generally satisfactory.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons had an active mouth finishing up contracts. Carpenters, lathers and plasterers had a good month, with no idle men. Painters and decorators, plumbers and gas and steamfitters were also busy. Iron moulders, core makers and helpers were actively employed. Tube mill workers and machinists were very busy, also electrical linemen. Metal polishers, stove mounters and blacksmiths had a good month. Piano and organ workers were fair. Sash and door makers had a busy month. Carriage makers and coopers were well

employed. Printers and allied trades were busy. Journeymen tailors were active, with garment workers fair. Confectioners and cigar makers were active. Railway trackmen were well employed, extra men being engaged putting in new tracks for the new Canadian Pacific Railway station. Carters, draymen and teamsters were well employed. Unskilled labour had a fair month, with the supply in excess of the demand.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

November has been a busy month for both skilled and unskilled labour, all classes being fully employed, and activity exceeding that of the corresponding month of 1909. Towards the end of the month, the Bithulic Paving Company completed its contract for the paving of King street from Albert to Wellington streets. Building operations were still active, favourable weather prevailing. Eleven building permits were issued during November, to a value of $28,950. Good progress was made on the new factory building. In the early part of the month fire destroyed the plant of the Alpha Chemical Works causing a loss of from $35,000 to $40,000, and throwing twenty-five hands out of employment; the existing demand for labour, however, readily afforded these employment in other factories. Bank clearings were favourable, as was also wholesale and retail trade. There were no changes in rates of wages or hours of labour, except in the case of outdoor workers, who now only work nine hours per day.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Owing to favourable weather, farmers were enabled to pursue ploughing operations until the end of the month. The marketing of sugar beets and other farm produce gave employment to many. Several farms changed hands during the month, prices ranging from $60 to $100 per acre. One small farm of thirty-nine acres was sold for $4,400.

Farm produce during the month sold as follows:—

Butter, 27c., per lb.
Eggs, 30-35c., per dozen.
Geese and ducks, 15c., per lb.
Chickens, 14c., per lb.
Dressed hogs, 11-12c., per lb.
Dressed beef, forequarter, 9c., per lb.
Dressed beef, hindquarter, 10c., per lb.
Hay, $14, per ton.
Straw, $6, per ton.

Lumbering.—This industry was active.

Manufacturing. — Manufacturing establishments were busy, many of them being obliged to work overtime to meet orders.

CONDITION OF PARTICULAR TRADES.

Active conditions prevailed in the building and woodworking trades, while the metal trades were busy. The printing trades were active, and clothing trades very active. With the exception of ice handlers, who were inactive, the other branches of the food and tobacco preparation trades were active. Very busy conditions were reported in the leather, miscellaneous and transport trades. Unskilled labour was active.

WOODSTOCK, ONT., AND DISTRICT.

Mr. John Markey, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The situation continues very much as it was last month. The factories are all busy, some of them working overtime; but there is little demand for labour, skilled or unskilled. A good many men are coming into the city for the winter, and these are supplying any demand for unskilled labour. The Canada Furniture Manufacturers report business for the month exceptionally good. The organ and piano manufacturers are also busy. One of the factories here is working till nine o'clock at night to meet the demand for the Christmas trade. The wagon manufacturers report buisness excellent. There is at present no demand for labour.

In the stove business, the Stewarts report business brisk, the foundry working full time and over time. The only concern here suffering at present from want of labour is the Oxford Knitting Company. There is a constant demand for girl help. Bean & Westlake, biscuit manufacturers, report business very good. The candy department is working to full capacity.

CONDITIONS OF PARTICULAR TRADES.

Bricklayers, masons, carpenters and plasterers were busy, as well as painters, paperhangers and decorators; tinsmiths and plumbers were very busy, and employers say it is hard to get men. Moulders, stove mounters, blacksmiths and metal polishers were busy. Woodworkers, upholsterers, carvers, varnishers and polishers were all busy. Printers reported business good. The clothing trades reported business excellent. Bakers, butchers and cigar makers were active. Business in the leather trades was reported good.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market was active this month. All manufacturing establishments were busy, and the large amount of building kept the building trades active, finishing up for this season. The Board of Works has allowed the Westrumite Limited Company and the workers at the sewerage disposal to quit work for the winter. Large gangs of men were employed with the Hydro-Electric Power Commission, and the month compares favourably with the same month of 1909. The Grand Trunk Railway shopmen started short time the first of the month. They now work from 7.30 A.M., to 5.00 P.M. This makes an eight and a half hour day, instead of ten. Wholesale and retail merchants reported business very good. The excise returns for Stratford amounted to $4,252.82, and the customs returns were $11,715.67. There has been no trouble in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were busy threshing and preparing for winter. Market prices were:—

Chickens, 70c. to $1, per pair
Ducks, 65c., each.
Geese, $1.25, each.
Apples, $1 to $1.75, per bag.
Butter, 22c., per lb.
Eggs, 30c., a dozen.
Potatotes, 60-70c., per bag.
Hogs, $6.50-$6.65, per cwt.
Wheat, 82c., per bushel.
Oats, 35c., per bushel.
Barley, 45-50c., per bushel.
Peas, 70-75c., per bushel.
Flour, $2.60-$2.70, per cwt.

Manufacturing.—All industries were busy with plenty of orders.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers, painters, plumbers, stone cutters and builders' labourers were busy. Iron moulders, iron workers and helpers were busy. Machinists, electrical workers and linemen were active. Blacksmiths, boilermakers and jewellers did a good trade. Woodworkers, upholsterers, varnishers and woodcarvers were active. Carriage and wagon makers had a good month. Coopers were very busy. Printers were very busy. Journeymen tailors and garment workers were busy. Milliners were very busy. Bakers, confectioners and butchers were active. Cigar makers were busy. Harness makers and leather workers were active. Barbers, clerks and delivery employés were busy. Hotel, restaurant and laundry workers had a good month. Railway conductors, engineers, firemen, trainmen, switchmen, trackmen and freight handlers were busy. Cab drivers, draymen and teamsters reported a very good month. Unskilled labour was also very busy, but the future is not promising.

DISTRICT NOTES.

Goderich.—Favourable conditions for the employment of labour prevailed. Work is progressing on the new Grand

Trunk Railway station house which is to replace the one recently burned.

Mitchell.—The flax mill and the other factories were running full time. The Hydro-Electric Power by-law was carried.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of November was one of the best of the year from a business standpoint. Work was plentiful in all lines, the approach of Christmas having a good effect. A number of factories and foundries worked overtime, notably the candy and biscuit factories, tin and enamel ware departments of McClary's, paper box factories, fur goods manufacturies, job printing establishments, &c. The building trades experienced as good a month as they had this year, and the railways were very busy. At a recent meeting of the Trades and Labour Council a resolution was adopted, asking the Dominion Government, through the Honourable the Minister of Labour, to see that the Grand Trunk Railway Company carry out their recent agreement with the trainmen, to the spirit and the letter.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Several manufacturers have petitioned the City Council for fixed assessments, with increases over former asesssments, in most cases, as follows:—

	Assessment wanted.	Former Assessment.
McClary Manufacturing Company (stores, &c.)	$200,000	$150,000
McCormick Manufacturing Company (biscuits and candy)	75,000	50,000
Perrin Manufacturing Company (biscuits and candy)	67,000	42,000
Geo. White & Son (threshing machines and engines)	25,000	17,000
Wortman & Ward	10,000	10,000
E. Leonard & Son (boiler and engines)	25,000	25,000
London Foundry Company	5,000	5,000

The above are all for fifteen years, and a vote of the citizens is to be taken on the petitions in January. In connection with the above, the McClary Company have issued the following signed statement of their business for the past eight years:—

	1902	1909	1910 (10 months)
Wages & salaries	$299,735.94	$503,434.50	$493,227.51
Freight	97,891.24	164,627.05	179,685.17
City purchases, &c	63,267.02	136,728.84	122,604.76
Taxes	2,486.72	4,765.47	4,434.42
Average number of men employed in 1902			625
Number of employés at present			1,080
Average, pay roll, per week			13,499.11
Average, pay roll, per day			2,249.85
Average wages paid, including two apprentices, labourers and girls, per day			2.08
Number of dwellings occupied by employés:			
In the Tinware Department			428
In the foundry			455
Making a total of			883
In addition to this there are			130 boarders
Average tax, 1909-1910, per year			4,599.95

CONDITION OF PARTICULAR TRADES.

Bricklayers, carpenters, lathers, plasterers, stonecutters and builders' labourers were all busy. Painters were slack. Iron moulders and iron workers were very busy. Electrical workers were exceptionally busy. Metal polishers and stove mounters were rushed. Boilermakers were busy. Carriage and wagon workers were busy. Car builders reported a lot of work on. Coopers were busy. Printers and pressmen were very busy, and a number of job establishments were working overtime. Journeymen tailors were very busy. Garment workers and boot and shoe workers were working overtime. Bakers and confectioners were exceptionally busy, and were working every night, except Saturday. Cigar makers were busy. Tanners and curriers and broom makers were busy. Furriers were working overtime three nights a week. Paper box makers were working three nights a week. Railway train crews reported a lot of goods moving. A large number of unskilled labourers secured work in the factories and foundries for the winter, and there are not many idle.

DISTRICT NOTES.

Port Stanley.—The fish catches here were the largest in the history of the industry; on a single day lately, 125 tons of herring were lifted by the tugs, at a value of $7,000.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Unskilled labour was not so much in demand during the latter part of November; otherwise, conditions in the labour market remained the same as during the preceding month. On the railways and throughout the railway shops the month was a good average. The Michigan Central Railway Company is adding considerably to its motive power, and evidently contemplates a rush of freight during the winter months. The completion of the tunnel under the Detroit river will greatly facilitate the handling of freight heretofore delayed on account of ice blockades. A by-law to loan $30,000 to the Monarch Knitting Company was passed almost without opposition, and as a result property was at once secured in the centre of the city and work commenced preparatory to the erection of the plant. The factory will be put in operation as soon as possible after completion.

Manufacturing.—Local industries have been working well during November, and all classes of factory labour has been well employed. In the railway shops the demand for skilled labour, especially machinists, has been brisk.

Agriculture.—The local markets have been well attended, and the prices for fowl and vegetables have been sufficiently high to induce producers to attend market.

Fishing.—The fishing at Port Stanley was never better than at the present time, and heavy shipments are being made to New York and eastern points.

CONDITION OF PARTICULAR TRADES.

The open weather permitted work to be continued in the building trades throughout the month, although bricklayers and others employed at outside work were not able to work the entire month. Machinists, boilermakers, blacksmiths were well employed. Tailors were busy. Railway employés in the traffic department were fairly well emlpoyed. There was less demand for unskilled labour than during any of the previous fall or summer months.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The industrial establishments have been exceptionally busy, particularly the planing mills and carriage factories, which were working overtime during the whole of the month. The Chaplin Wheel Works were unable to fill a number of orders on time, and were working overtime the latter part of the month. The International Harvester Company is preparing to enlarge its plant. The American Pad & Textile Company has purchased a large block of land and purposes erecting a large factory. The building permits issued for the month of November were fully up to that of 1909. Wholesale trade was very active. Manufacturers report orders ahead of the previous year. No changes in rates of wages and no strikes were reported.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons had a fair month. Carpenters and joiners were very busy. Lathers and plasterers reported a good month. Painters, plumbers, gas and steam fitters and builders' labourers were well employed. Iron moulders, iron workers and helpers, machinists and engineers, electrical workers and linemen were busy. Metal polishers, buffers, platers and brass workers were very busy. Blacksmiths, boilermakers and sheet metal workers were busy. Woodworkers, upholsterers, carriage and wagon makers were exceptionally busy. Printers, pressmen, bookbinders and steel and copper-plate printers were very busy. Journeymen tailors, garment workers and boot and shoe workers were busy, as were also bakers and confectioners, butchers, cigar makers and tobacco workers. Barbers, clerks, stenographers, hotel, restaurant and

theatre employés and laundry workers were active. Cab drivers, hackmen, carters, draymen, teamsters and expressmen had a good month. Unskilled labour was well employed.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The city of Windsor never was in a more prosperous condition than at the present time. The labour market was active in all the lines during the month, with a brisk demand for men in many departments of trade, especially in the building trades. The value of permits issued for the month of September was $38,000, as compared with $17,000 for the same month a year ago.

The Burlington Blanket Company has its plant running, and is giving employment to a number of hands. The Winkley Company, of Detroit, Mich., manufacturers of brass goods, has leased a plant and is installing machinery. It expects to be running the last of the month, and will give employment to 100 hands. The figures given out by the assessment commissioner for the past twelve months show that the population has increased from 16,130 to 17,530, an advance of 1,400, or nearly nine per cent., and the total assessment of the city has increased nearly a million dollars; the total for the year being $111,837,615. The wholesale and retail merchants report trade increased from ten to twenty per cent. over last year. There are still twenty-five Grand Trunk Railway conductors out of work.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Retail lumber yards and planing mills are working over time to supply the demand.

CONDITION OF PARTICULAR TRADES.

The building trades were very active, and some of the contractors have refused to figure on any more work, as they have plenty on hand. There was a demand for carpenters, and all others connected with the trade have plenty of work till the new year. The metal, woodworking and furnishing trades were active with plenty of work for every one. Printers and pressmen were very busy, and in some offices worked overtime. Journeymen tailors were busy. Garment workers were in demand. Bakers, butchers, cigar makers and tobacco workers were all fully employed. The leather trades were active. Barbers report trade brisk. Clerks, stenographers and delivery employés were busy. There was a big demand for hotel help. Railway and steam boat employés were fully employed. Owing to the taxi-cab service, cab drivers were not very busy. Teamsters, expressmen and unskilled labour were well employed.

DISTRICT NOTES.

Walkerville.—The Bridge & Iron Company is building a $100,000 addition.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Trade was brisk and labour fully employed in nearly all lines during November. The outlook for the holiday trade was very favourable. The building trades were very active, but owing to weather conditions at this season and short days, hours of labour have been curtailed in some cases. The Royal Bank opened a branch during the month, being the second new bank to commence operations here during the year. The ratepayers of Steelton will vote on two money by-laws on January 1, viz.:—$5,000 for cement walks, and $54,000 for light and power plant, fire alarm system, &c.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Normal conditions were reported in this industry.

Lumbering.—Brisk conditions existed.

Manufacturing.—The various manufacturing establishments were running full time. The additions and new plants of the Lake Superior Corporation were being advanced as rapidly as possible. It was stated that a $2,000,000 paper mill will be erected in the spring by the said Corporation.

Railway construction was proceeding as rapidly as possible.

CONDITION OF PARTICULAR TRADES.

The building trades were busy but shorter hours in some cases were necessary owing to seasonal causes. The other skilled trades reported a busy month.

PORT ARTHUR, FORT WILLIAM, ONT., AND DISTRICT.

Mr. F. Urry, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

For the time of year labour has been well employed in this district, but the supply has been ample to meet demands in all branches. Workmen in the building trades have been on winter time, eight and nine hours a day. There has been no special activity in any trade. Transportation has been slack and owing to the slowness of grain this fall the work at the docks and elevators has been quiet.

Business in wholesale and retail trades has been normal for the season of the year. There has been no changes in rates of wages except the city of Port Arthur, decided to pay teamsters in their employ 60 cents an hour in lieu of 50.

Everything in all branches of labour has been quiet. The Trades and Labour Council of Fort William have nominated labour candidates for all wards of that city for the municipal elections of 1911. The Trades and Labour Council of Port Arthur called a special meeting of the labouring men of that city and four labour candidates were elected to contest the municipality in the interests of labour. There is no ward system of representation in Port Arthur. The labour candidates in Port Arthur are running on the platform of principles of the Trades and Labour Congress of Canada.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The season for whitefish &c. is closed. The herring fishery is now on and will extend till the tenth or twelfth of December.

Lumbering.—Men have congregated in the lumber yards and many have been engaged and gone to the bush, but there is no rush and plenty of men are available.

Railway construction.—Some detachments have been sent out to the construction camps during the month.

The construction work on the Western Dry Dock is being pushed on vigourously and from 200 to 300 men are employed on construction work. Extra shed accommodation on the Canadian Northern Railway has been erected and is nearing completion. The machine shops at Fort William on the Canadian Pacific Railway system are being completed.

Manufacturing.—The blast furnace is running continuously and good grade of iron is being turned out and shipped east and west, while some is being used in foundries both at Port Arthur and Fort William.

CONDITION OF PARTICULAR TRADES.

All branches of the building trades have been kept occupied throughout the month, but men are on short time, and many of the buildings are rapidly nearing completion, and employment in some of the trades such as bricklayers, masons, stonecutters and constructional carpenters have been intermittent. Lathers, plasterers, painters, steamfitters, plumbers and finishing carpenters have all been busy. Machinists and engineers, electrical workers and linemen have had steady work. Printers and allied tradesmen have been steadily employed. All other trades have been normal for the month. Railway employés have experienced a steady month without undue

rush. Transportation on the Lakes has been quiet and freight handlers have had a quiet month. During the last few days more steamers were in and work was busier at the docks before the close of navigation early in December.

Street railway employés, draymen, teamsters and express men have had a steady month.

DISTRICT NOTES.

On the first day of November the Royal Commission on Technical Education and Industrial Training held a session in the Conical Chamber at Port Arthur, and a session in the Conical Chamber at Fort William on the second of November. The labour men of the cities placed their views before the Commission on the need for Technical Education and Industrial Training for this district, and handed in a written statement. The Chairman of the Commissioner asked the labour representatives to supplement their report along certain lines which he was good enough to point out, and asked that such supplemental report be sent on to Ottawa by the month of January for careful consideration.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During November a very large proportion of the outdoor occupations have been closed for the winter. Large numbers of men employed during the summer upon railway construction are returning to the city.

Upon the public works of the city of Winnipeg there will be a decrease in the number of men employed, but not to a very marked extent, as the policy of the city is to proceed with the construction of sewers during the winter, as it has been found by the adoption of a patent system of breaking up frozen earth that the work can be done as economically during the cold weather as in the summer. This policy is adopted with a view to providing work during the winter for those thrown out of employment that ends with the summer weather.

During November, the retail dealers of the city have been exceptionally busy, and and wholesalers have had to meet an unexpected large demand for Christmas goods. The bank clearings continue to exceed those of last year, but the smaller increases weekly, as compared with those for the corresponding periods of last year, are due to the smaller crop. For the month of November the clearings aggregated $127,717,819, which is the largest total for one month in the history of the city. For the first eleven months of the present year the clearings show a gain of 26.3 per cent. over the figures for the corresponding period of last year.

A statement prepared by the Comptroller for the City of Winnipeg shows that during the present summer the amount spent by the city in local improvements was $1,052,035. The table following shows the amount of improvements (in miles) done in each of the past three years, and during the present season:—

	1907	1908	1909	1910 to date.	Total to date.
Sewers	18.91	7.45	7.77	7.90	183.60
Asphalt pavem'ts	9.92	6.50	8.87	9.02	67.78
Macadam pavements	.51	1.90	.81	.63	39.23
Block pavements	1.63	2.21	2.50	1.07	28.63
Granolithic sidewalks	9.12	6.00	7.69	12.33	93.79
Plank sidewalks	20.29	7.27	18.56	13.10	338.27
Grading	21.93	9.39	13.13	12.13	227.02
Watermains (dom.)	23.89	13.52	9.47	5.00	199.19
Watermains (H.P.)	5.00	2.00	1.0		8.00
Fire hydrants (domestic)	234	205	62	94	1,470
Fire hydrants (H. P.)	79		2		81

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Although outdoor operations on the farm are at a standstill, the farmers are very busy generally hauling grain to market. The crop is turning out to be, according to actual deliveries, better than was expected. Judging by the amount of the crop that has already passed inspection the actual yield is not going to fall very far short, on the whole, of that of the previous crop year. The railways have been able to move the crop very much quicker than they have done in

previous years, on account of improvement in the tracks, especially the double tracking from Fort William to Portage la Prairie. This may account for the actual inspections being only about four millions less at the present time than they were at the corresponding period of last year. This applies to wheat only. The movement in the coarser grains has been much lighter.

Railway construction.—Most of the camps are ceasing work for the winter, and the men are either returning to the cities of the province or are seeking employment in the woods.

Lumbering.—The heavy snow storms during the latter part of the month, and heavier frosts, have enabled the cordwood contractors and lumber men to get their forces to hauling. There is a very keen demand for men to work in the woods to the north, and many men are being sent from Winnipeg to work in the lumber camps of Northern Saskatchewan.

Fishing. — Some uneasiness is felt amongst the fishermen on the shores of Lake Winnipeg. By an order-in-council dated April 18 last, Lake Winnipeg is closed to commercial fishing next season. Since that order was passed the Fisheries Commission, consisting of Professor Prince, Mr. Hugg and Mr. D. T. Reid, made a thorough inspection, during August last, of the Lake Winnipeg fishing grounds. As a result of this inspection it is hoped by the Selkirk Board of Trade that the lake will be reopened for fishing. Until some definite decision is arrived at, great uneasiness will exist amongst the fishermen, who number, together with others indirectly dependent on the fishing industry, fully 1,000 persons. All preparations for next summer's fishing have to be made early and a heavy preliminary liability is incurred. All the nets used in Lake Winnipeg are of a special mesh, and are generally procured from Scotland. These nets have already been ordered in most cases, in anticipation of the order-in-council, made last April, being rescinded and the Lake being thrown open for commercial fishing. It is generally understood in the Lake Winnipeg district that this depends upon the nature of the report of the Royal Commission. The reason upon which hope of the lake being thrown open for fishing is based, is that the catch of 1910 was never equalled for quality, and that the limit of 2,500,000 pounds was procured in less than five weeks. From this fact it is argued that the present restriction as to output is effective in conserving the fish supply of the lake. The fishing equipment of the lake consists of fourteen steamers and about two hundred sailing craft, together with storehouses and freezing plants.

BRANDON, MAN., AND DISTRICT.

Mr. E. Fulcher, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during November was active. The building trades were all very busy completing work for the season. The city has practically completed the sewer and water extensions and will soon be closing the season's work.

A petition signed by over 2,000 ratepayers for a street car system was presented to the Council at its last meeting. The most disastrous fire in the history of Brandon occurred in November. The Hospital for the Insane was completely burned to the ground. The destroyed building contained accommodation for 670 patients and seventy-five attendants. At present, the patients are housed in the winter fair building, but temporary frame buildings are being erected on the site of the destroyed building. It has been intimated that the Government will build a reinforced concrete building to cost about $250,000, next season.

The labour market was quiet.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The majority of the gangs of men employed by the local lumber interests have left for the camps.

Manufacturing.—The McDiarmid Sash & Door Factory continues to work overtime.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were busy, but prospects are poor. Carpenters and joiners were very busy, in some cases working overtime. Lathers and plasterers, plumbers and steamfitters, and builders' labourers were busy. Electrical workers and linemen had a good month. The printing and allied trades were busy. Cigar makers were dull. Railway transport was active. Unskilled labour was dull.

REGINA, SASK., AND DISTRICT.

Mr. W. B. McNeil, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Throughout the past labour has been very active in all its branches. For plumbers, steamfitters, bricklayers, painters and paperhangers the demand has exceeded the supply; and from the present outlook conditions are likely to remain so for a while. All plans and arrangements are now practically completed for the building of the new Grand Trunk Pacific Railway branch line, which enters the southwestern past of the city. The agreement calls for the work to be started in the spring of next year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The winter having set in, little or nothing is doing among the farmers.

Manufacturing.—The Young-Thomas Soap Company, of Regina, is adding to its present structure, increasing its staff and installing more modern machinery to cope with the constantly increasing demand for its product. It is very probable that in the near future a mill for the production of linseed oil will be started by an American company just formed.

Railway construction.—All the railway construction gangs have closed down for the winter, but there is a large amount of construction work for next year.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons had a very active month and were much in demand. Carpenters and joiners were very active, as also were lathers and plasterers. Painters and paperhangers were very active and much in demand. Plumbers were active, also stonecutters and builders' labourers.' Electrical workers were very busy and in demand. Linemen were active. Blacksmiths were very busy. Printers, pressmen and electrotypers were well employed. Journeymen tailors reported a good month, as did garment workers. Bakers and confectioners and butchers were active. Cigar makers reported business improving. Barbers were active; also clerks, stenographers and delivery employés. Hotel and restaurant employés were fairly busy, while laundry workers were much in demand. Hackmen, draymen, teamsters and expressmen were all very active. Unskilled labour was active.

MOOSE JAW, SASK., AND DISTRICT.

Mr. T. Backus, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The conditions of the labour market during the past month have been excellent for the period of the year, comparing a little more than favouraby with the corresponding period last year. As reported previously, building operations have produced a record for activity during the season, and during the month just closed contractors have put forth strenuous efforts to complete their outdoor work before rigorous weather conditions set in.

All departments of trade have been brisk, and, due no doubt in a large measure to the good average crops realized throughout the district, money has moved very freely. Real estate has been active in both inside and outside properties, and retail traders in all lines report satisfactory turnovers for the period.

On the whole, the labour situation for the time of year is very good, while busi-

ness is exceedingly buoyant. The city's paving programme for the year has been completed, and this, along with other civic improvements has vastly improved the city's appearance.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Threshing operations are now completed in this district, and considerable grain has been marketed. The results, on the whole, have been better than were anticipated earlier in the season, for although many settlers in the newer districts were hit hard as a result of the unusually dry season, the crops of the district average high in the matter of yield, and both wheat and oats have graded well.

Manufacturing. — The Saskatchewan Flour Mills, the largest industry of the city, has had a very busy month, and at the present time this firm have under construction what it is claimed will be the largest oatmeal mill west of Winnipeg.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, plasterers, lathers have all been fully employed during the month; electricians and linemen have also been busy, painters, decorators and paperhangers active; also builders' labourers. Printers and pressmen were busy, as were blacksmiths, iron workers, boilermakers, engineers and moulders. Railway employés have all been well employed. Barbers, clerks, bakers, butchers, tailors, stenographers, laundry workers were all busy. Unskilled labour has been in good demand.

SASKATOON, SASK., AND DISTRICT.

Mr. A. B. Jones, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market for the month of November showed a decided decrease in activity, especially in the building trades. Very few new buildings have been started during the month. Plumbers, steamfitters and painters have been fairly well employed. The Saskatoon clearing-house returns, the first to be issued since the house opened for business on November 4, for the first week, by far exceeded expectations, the figures being $1,145,130. Wholesale and retail trade still continued heavy. A number of carpenters, employed by Contractor Godwin, went on strike on November 22, as a result of a reduction in wages from 45 to 40 cents per hour. Their places were soon filled by non-union men, the class of work not requiring a great amount of skill. It is thought that an amicable settlement will be arrived at.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—The new flour mill of the Saskatoon Milling Company is expected to begin operations December 1. The old mill has been running day and night in order to meet the demand. The sand, lime, brick plant is still running and expects to be most of the winter, preparing for the heavy building season of next year. Planing mills, sash and door factories and foundries were very busy.

CONDITION OF PARTICULAR TRADES.

A number of the building trades, viz.: carpenters, bricklayers, stonecutters and plasterers have experienced a decided slackness which is likely to continue throughout the winter, while plumbers, steamfitters and painters have had a fairly good month. Electrical workers, blacksmiths and sheet metal workers were well employed. Printers and pressmen were well employed, as well as journeymen tailors. Cigar makers were very slack. Barbers, clerks, laundrymen, delivery employés, hotel, restaurant and theatre employés were fairly busy. Railway employés, teamsters aud expressmen were busy.

LETHBRIDGE, ALTA., AND DISTRICT.

Mr. J. M. Ritchie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been a greater demand for labour than last month, owing to the

remarkably fine weather. In most of the building crafts the demand has not been met. This condition is not expected to continue. The shipment of coal is on the increase. The Clearing House figures for the week ending November 17 were $659,900.22. Retail trade has been good. An increase in the number of clerks is noticed. Draymen are kept busy by the wholesale houses. Wages in all branches remained as they were. There has been no disturbance in labour circles.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—This has been a fine autumn for farming. There has been an extra amount of moisture, and no frost. Farmers have been ploughing up to the middle of the month. Winter wheat looks well.

Railway construction and employment.—Surveyors are at work on proposed lines.

Mining.—Mining is very busy. The A. R. & J. Company (Galt coal) are employing 750 miners. The Diamond City Coal Company employ about 200 miners. About 150 men are employed at sinking shafts for the Lethbridge Collieries.

All the building, metal, printing, clothing, food and tobacco preparation, miscellaneous and transport trades were from busy to very busy. Unskilled labour was fairly well employed.

CALGARY, ALTA., AND DISTRICT.

Mr. George Howell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The past month has been a very busy one for nearly all classes of labour in Calgary.

The building trades have been especially busy, with the exception of the stonecutters who have a few of their number unemployed.

Work is being rushed on most of the new blocks in course of erection in order to get covered in before the weather becomes too severe.

The new City Hall, the new library, and other jobs are being held up for lack of building material caused through the merchants being crowded with orders. A large apartment block has been started. It will cover a space of 230 feet by 100 feet for F. D. Beveridge & Ross Wilson. Also a new six-storey business block is to be built. The new departmental store is expected to be ready to commence business by February 1, 1911. Tees & Persee have decided to add three more storeys to their warehouse.

Several large blocks are rapidly being pushed toward completion. Foremost amongst them is the Lineham block, designed for stores and offices and to cost $150,000. It is to be five-storeys in height and have a frontage of 49 feet, and a depth of 130 feet. In addition, gangs are working night and day on A. A. Dick's Hotel, while the King George Hotel is showing satisfactory progress. A large structural tile manufacturing firm has signified its intention of building a factory here. The Riverside Lumber Company, the South Alberta Lumber Company and the new Michel Sawmill Company of New Michel, B.C., have amalgamated under the name of the Riverside Lumber Company. The new Company is capitalized at $500,000, and will have its head office in Calgary.

There has been considerable activity in the wholesale and retail trade during the month, and it is reported to be considerably better than at the corresponding period of last year. There has been considerable unrest in the labour market during the past month. The employés at the Power Station, who number fifteen, have petitioned the City Council for an increase of $10 per month. The city teamsters have petitioned the City Council for an increase from $60 to $65 per month. The men employed at the city incinerators are also asking for an increase of $5 per month. The street railway employés demanded an increase of wages and an agreement was reached whereby they will receive a minimum of 26 cents per hour, and a maximum of 32 cents per hour. They were also successful in getting eliminated a clause in the agreement whereby "they agreed

not to organize or belong to a labour union." The members of the Plasterers' Union will receive an increase in wages on February 1, 1911 from 68¾ to 75 cents per hour.

CONDITION OF PARTICULAR TRADES.

Bricklayers, carpenters, joiners, lathers, plasterers, plumbers, gas and steam fitters and builders' labourers had a good month. Masons are getting rather quiet. Painters, paperhangers were fairly well employed. Stonecutters had a dull month. Iron moulders, iron workers and helpers, coremakers, machinists and engineers, electrical workers, linemen, blacksmiths, sheet metal workers were well employed. Woodworkers, upholsterers report fair. The printing trades were busy. Journeymen tailors were active. Butchers, bakers and confectioners were busy. Miscellaneous trades had a good month. Railway employés, street railway employés, teamsters and expressmen were well employed. Unskilled labour in demand.

EDMONTON, ALTA., AND DISTRICT.

Mr. P. C. Foley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during the month was active; the open weather permitting outdoor work to be continued throughout the month.

The demand for building mechanics was not as great as last month, but would compare favourably with that of the same month a year ago. During October every department of public business showed a substantial increase over the corresponding month of last year. The largest gain was in Customs' receipts where an increase of over ten thousand dollars from $20,255.36 to $30,869.64 was made, and in bank clearings, which totaled $6,927,932.60, as against $4,464,143 in October, 1909.

October, 1910 was a busier month for building than the same month a year ago; permits issued last month were valued at $146,874, compared with $83,535 in October of last year.

The value of stamps sold at the post office during last month was $7,864 as against $5,864 during October, 1909. The street railway carried 331,096 passengers during the month as compared with 242,666 during October, 1909. Wholesale and retail trade was active.

The strike called by the Plasterers International Union on October 25th to inforce a demand on the Builders' Exchange for an agreement with that body, was called off on the nineteenth instant, the men returning to work under the same conditions as prevailed before the strike, with this exception, that all the building trades (except the bricklayers) have pledged themselves, through the local Council of the Building Trades Department of the American Federation of Labour, to assist the plasterers in enforcing the "closed shop."

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The report of the Minister of Agriculture for the past ten and a half months tabled in the Legislature on the twenty-fifth instant shows the acreage under seed wheat for the past fall is 180,000 acres as against 128,000 for the previous year.

The Dairy Commissioner reports the dairy production of the province as being somewhat smaller this year than last, owing to short pastures during the spring and early summer.

During the season, fifty-nine creameries and twelve cheese factories were operated as compared with fifty-three creameries and eleven cheese factories last year. The output aggregated about eighty-five per cent. of that of 1909.

In the report of the chief game guardian the fur returns show that small dealers handled 234,337 and wholesale dealers 671,986, muskrat pelts. The total transactions show that furs to the value of $641,778.05 passed through the hands of the various dealers.

Lumbering.—Lumber companies have sent a large number of men to the woods the past few weeks. Men thrown out of work by the closing down of grading

operations on the different railways are thus given an opportunity to procure employment during the winter.

Railway construction.—While a number of railway contractors have closed down for the winter months, the Grand Trunk Pacific have a large number of men at work west of Edison and the reports are that they intend working as late in the season as possible.

CONDITION OF PARTICULAR TRADES.

As in former years a number of bricklayers and masons have gone to points south and west to work during the winter months, those remaining in the city were actively employed. Carpenters and joiners were busy . Lathers were busy. Plasterers were very active during the latter part of the month. Painters, paper hangers, plumbers, steamfitters and stone cutters were active. Builders' labourers were active, except during the plasterers' strike. Iron moulders, iron workers and helpers were active. Electrical workers and linemen were busy. Blacksmiths and horseshoers were active. Sheet metal workers were busy. The printing and allied trades were active. Journeymen tailors were active. Bakers and confectioners, butchers and meat cutters, cigar makers and tobacco workers had a good month. Barbers, clerks, stenographers, delivery employés, hotel, restaurant and theatre employés were active. Transportation employés were busy. Unskilled labour was well employed.

NELSON, B.C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout Kootenay district in November was quiet. Coal and quartz mines were fully supplied with labour, and there was a small number of unemployed in both industries, while sufficient numbers have arrived from the prairies to man the various logging camps. As some of the latter are inexperienced in woods work, it is reported that there is still room for a limited number of experienced lumbermen. The majoirty of the lumber mills have ceased sawing operations for the winter months, though they continue to run their planing mills.

The Lucky Jim Mine, situated in the Slocan district, has a force of thirty-six men employed, chiefly on development work.

The Dominion Government is supplying a long-felt want by the construction of wharves on the Kootenay lake, at Proctor, Crawford Bay and Queen's Bay.

Considerable interest is taken by the coal consumers in Nelson, in the move recently made by the Board of Trade, in the direction of securing a reduction in freight rates on coal. According to figures supplied by F. A. Starkey, president of the Board of Trade, Galt coal, Lethbridge, costs $3.55 a ton at the mine, which, with $3.10 railway freight charges, and 35 cents for hauling, makes the actual cost at the bunkers at Nelson, $7 per ton to the dealer. This is retailed in less than car-load lots at $8.25 per ton delivered, the margin of $1.25 covering the cost of delivery and the profit to the coal dealer.

The force at the Corbin Coal Mines has been reduced to about 200 men, shortage in orders for coal being reported as the cause. The miners of the Crow's Nest Pass Coal Company, at Michel and Coal Creek, have been employed almost full time this month, in contrast with about half-time the two previous months.

The Kootenay Central Railway, to run from a point near Jaffray, on the Crow's Nest Pass branch of the Canadian Pacific Railway, to Golden, on the main line of the Canadian Pacific Railway, is now under costruction, with a force reported about 350 men and two steam shovels on the Jaffray end; the headquarters for the construction Company is Wardner, B.C. A small force is also employed on the Golden end of the same line.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. J. P. McMurphy, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Indications are that great activity will prevail throughout the city and district from now on. Contracts aggregatng in value nearly half a million dollars have been awarded recently, and the greater part of this work will be carried on right through the winter. Of these, the one of greatest interest locally is the laying of the Eighth street sewer sytem, in which some 20 miles of sewers will be laid down.

Although no more cement sidewalks will be laid this year, the contractors' time will be fully occupied with the necessary grading and constructing retaining walls, curbs and gutters, preparatory to laying the walks in the spring. A gang of men will be at work all winter laying the city's new water main from Coquitlam lake to the reservoir in the city, and extending the pipe line down Lulu Island to Richmond.

The municipality of Burnaby has voted $70,000 to be spent in laying wooden sidewalks. These contracts have been awarded, and operations have commenced. In all of these contracts it is stipulated that the standard rate of wages shall be paid and the men required to work only the standard number of hours.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The fishing on the river is quiet, and it is the general opinion that, although the season has been extended by the Government, there will be few more fish to catch. A few cohoes are being brought to the packers every day, and some qualahs are also being caught.

Lumbering.—The lumbering business continued fairly good; most of the mills are working full time.

Railway construction.—There is a demand for labourers to work on the railway construction, particularly on the Canadian Northern Railway. This Company has just awarded a contract for the erection of a large wharf at the terminal point, Port Mann. The British Columbia Electric Railway Company continued to make improvements to various lines, and has let the contract for the building of a new and up-to-date depot in this city.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons are kept busy, the supply seemingly equal to the demand. Carpenters, lathers, plasterers and painters are busy. Plumbers, gas and steamfitters are all working, as are builders' labourers. Iron moulders and helpers are fairly busy, while machinists are still on strike. Electric workers and linemen are all working, so are blacksmiths. Ship builders and caulkers are quiet, while horseshoers are active. Upholsterers and electric car builders are working full time. Printers, pressmen, journey men tailors, garment workers and boot and shoe makers are active, as are bakers, butchers and cigar makers. Barbers are all working, clerks stenographers, delivery employés, hotel employés and laundry workers being busy. Railway employés are active, ship labourers quiet, while electric street railway employés are very active. Teamsters and expressmen are busy. Unskilled labourers being in demand.

VANCOUVER, B.C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET,

The labour market was very inactive, chiefly on account of the winter rainy season having set in. The total value of buildings at present under construction exceeded that of a year ago. There was no change of the rates of wages during the season. However, a change of wage-schedule is probable in the Canadian Pacific Railway Company coasting steamship service, in accordance with the award of the Board of Conciliation appointed by the Federal Government. The printers are negotiating for a raise of wages. The volume of trade in all lines is good, and in

every case heavier than a year ago. The Vancouver Milling Company placed the price of their "Royal Standard Household" flour at $6.50 a barrel, selling direct to the retailer. Other standard brands quoted at $6.90.

A delegate of the Electrical Workers' Union to the Trades and Labour Council stated that "more half-trained mechanics, as turned out by the correspondence-schools, were met with in his line than in any other skilled trade." The Trades and Labour Council went on record as favouring "all kinds of education, but as opposed to the promiscuous technical education which is a detriment to trades unionism, and will recommend that some method be devised to enjoy the benefits of one without the perils of the other." Delegates from most of the unions to the Trades and Labour Council reported a favourable condition of affairs, excepting the cigar makers.

In accordance with an Act passed in 1901 by the Provincial Government, an inspector of bake-shops was appointed. The bakers state that their "union has never been able to secure the enforcement of this Act before, and that as a result most of the bread baked in Vancouver by non-union shops has been under the most unfavourable and most unsanitary conditions."

The Trades and Labour Council passed a resolution to the effect that "any local union of the building trades which refuses to affiliate with its local building trades council, should be suspended by its own national union until it does join such local body."

Regarding the Labour Temple Company of the Trades and Labour Council, a motion was passed by the latter body, providing "that the board (or corporation) shall not dispose of more shares than those held by the Council." The Company has a capital of $100,000 in shares of $1 each, and of these the Council at present owns between 43,000 and 44,000. With the Company abiding by the motion of the Council, the position is then revealed that there will only be out about 85,000 or 86,000 shares so that between 14,000 and 15,000 will remain in the treasury and not subect to disposition.

The machinists reported that the strike was still in progress. The Strathcona Hotel business was sold for $80,000. Building Inspector stated that his estimate was $12,000,000 for the years' building permits. A $60,000 theatre will be built at the corner of Harris street and Westminster avenue. Also an apartment house (corner Bute and Comox streets), for $100,000. The Bank of Nova Scotia will extend its premises, costing $30,000.

The Conservative Club have started a campaign to raise $450,000 to erect a building. The Liberal Club is discussing the advisability of also raising a building fund. The Young Men's Christian Association succeeded in raising, in five days, $520,000 for three buildings.

Shipping was active. The Park Board has requested the City Council to pass a by-law for $60,000 for park improvements. The first Canadian apple show was held from October 31 to November 5, inclusive. There were eleven carload and eleven ten-box contests, besides several hundred others.

DISTRICT NOTES.

North Vancouver.—A saw mill and hotel will be located at Imperial, near the site of proposed dry-dock, which has been subsidized by the Government. The Wallace Ship Yards were very busy.

Prince Rupert.—All the Skeena river boats have been tied up here for the winter, which include the fleet for Grand Trunk Pacific construction. A large number of English speaking workmen have left for southern points, but the foreign element will remain till spring.

VICTORIA, B.C., AND DISTRICT.

Mr. J. Chrow, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was fairly brisk during November, and considering the season of the year, there were comparatively few unemployed. Owing to weather condi-

tions, the city has laid off a large number of men employed on street work, and during the next two or three months a surplus of unskilled labour may be expected. All the building trades employed on outside work reported work as uncertain, and these conditions will continue for two or three months. Otherwise, the condition of the labour market was good and quite up to, if not better, than any previous year. The district burned in the fire of October 26 will be rebuilt with thoroughly up-to-date fire-proof structures without delay. During the month of October there were fifty-six permits issued, aggregating in value $124,375; for the same month last year thirty-seven permits were issued, totalling in value $104,840. Bank clearings for October were $8,750,-129. Custom house receipts during October were $163,486, as compared with $145,337 for the same month last year. Collections on account of the Chinese head-tax were $47,864.

An establishment for the output of jams, evaporated fruits and preserves is about to be established in Victoria. The capital of the concern will be $50,000. Wholesale and retail trade was reported active. The City Council has increased the wages of teamsters (including team and man) from $6 to $7 per day (eight hours); also city labourers employed on street work from $2.50 and $2.75 to $2.75 and $3, for an eight-hour day. The machinists' strike still continues, with no settlement in sight. Many of the men have left the city or obtained other employment.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—All the schooners engaged in sealing have now returned to Victoria, their home port. The total for this season is about 4,264 skins, which, valued at $35—it is expected they will bring more—bring approximately $150,000 to the sealers.

Lumbering.—All mills were running regularly, but the export trade was dull.

Shipbuilding.—The shipyards were fairly busy, doing repair work of various kinds.

Manufacturing.—All the various manufactures in this city were busy, and working full time, with considerable work in sight.

CONDITION OF PARTICULAR TRADES.

Outside building operations were somewhat retarded, owing to weather conditions. Those trades employed on inside work reported work as above the average for this time of the year. With the exception of machinists, the various metal trades were well employed and working full time. The printing trade was about normal, with all workers employed. Tailors reported trade much better than last month, while shirt and overall manufacturers had all the business they could handle. There is a surplus, though not a large one, of unskilled labour at the present time, which is not unusual at this season of the year.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The conditions of the labour market have not been as favourable as during last month, owing largely to the extremely wet weather which has greatly delayed outdoor work. Commercial activity is steadily increasing, the boats being hardly able to accommodate the passengers. Wholesale and retail merchants report business as good. There have been no changes in rates of wages or hours of labour during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There is very little activity among the farmers at present.

Fishing.—Local fishermen are quiet at present, but the run of herring is liable to start at anytime now, being due about this time of the year.

Lumbering.—The sawmills are quiet, the local mill having changed hands, and the other mills not being rushed. There has not been much work in the logging camps, owing to wet weather.

Mining.—The coal mines in the district are running full time to keep up with the demand for coal, which seems to be on the increase.

In the city, the cement sidewalks and sewerage works are being pushed as fast as weather will permit.

Railway construction on the extension is being pushed as fast as possible.

CONDITION OF PARTICULAR TRADES.

Bricklayers report work as active when the weather allows. Carpenters and joiners are very active, the amount of work on hand for the time of year being large. Lathers and plasterers report work as fair. Painters and paperhangers are active, as are the plumbers. Builders' labourers, when the weather permitted, blacksmiths and carriage makers report work as active. Printers and cigar makers are fairly active. Teamsters and expressmen have been active. Unskilled labour has not done as well this month as last month, there being a large number of idle men.

LEGISLATION WITH RESPECT TO WORKMEN'S COMPENSATION IN CANADA.

(Concluded from the November issue of the Labour Gazette.)

Scale and Conditions of Compensation.

WE may now take up the money value of, and the various conditions attached to, the privileges allowed in the several provinces. As already remarked, these are set forth, in the case of Nova Scotia, Manitoba, Alberta and British Columbia, in a schedule appended to the Act, but are incorporated in the Act itself in the case of Quebec, Ontario and New Brunswick. In the two last mentioned Provinces the terms of the Act are broadly similar to those of the Nova Scotia, Manitoba, Alberta and British Columbia Acts.

The Ontario Act, as the least comprehensive, and as representing the oldest type of legislation in this connection, may be dealt with first. It simply limits the amount of compensation to "either such sum as may be found to be equivalent to the estimated earnings, during the three years preceding the injury of a person in the same grade, employed in the like employment, within the Province, or the sum of fifteen hundred dollars, whichever is larger." No deduction or abatement from this compensation is allowed, except of the amount of any damages which may have been awarded for the same injury under some other Act. By the same principle, when damages have been awarded under the Workmen's Compensation Act, recovery is barred under other legislation. The Act provides for the distribution of the compensation, in the case of fatal injury, after deduction of costs not recovered from the defendant, between the wife, or husband, parent and child, of the deceased, in such shares as the judge or jury may direct.[1]

In all the other provinces explicit distinction is made, in treating of the amount of compensation, between injuries from which (1) death results, and (2) total or partial incapacity for work results. Generally speaking, it may be said that the provisions of the Nova Scotia and British Columbia Acts are identical, while those appended to the Manitoba and Alberta Acts are similarly identical, both differing in some essential parcitulars from the first two mentioned. The Quebec Act as in other respects is strongly individualized.

Compensation Where Death Results.

Where death results from the injury, a distinction is made between cases where dependents are left and where there are none; and again, in the former contingency, (in all the provinces except New Brunswick) between cases where the dependents are wholly or only partially dependent.

Where the workman leaves dependants who are wholly dependent on his earnings, a sum equal to his earnings during the three preceding years, or the

[1] R.S.O., 1897, chapter 160, sections 7, 8 and 12.

sum of $1,000, whichever is the larger, may, in the provinces of Nova Scotia, Alberta and British Columbia, be paid to his dependents. In no case, however, may the sum exceed $1,500, and deduction must be made for the amount of any weekly payments paid out previous to death, under the Act. This latter principle holds also in Quebec. The Nova Scotia and New Brunswick Acts provide that the dependents must be residing within Canada, and the Manitoba Act that they must be residing within the province. Alberta fixes the maximum at $1,800; while the Manitoba Act places the maximum at $1,500, without reference to the earnings of the workman; and both the New Brunswick and Manitoba Acts omit the $1,000 minimum.

Where dependents are left who are only partially dependent upon a deceased workman's earnings, the sum to be paid is to be the subject of agreement, or in default of an agreement to arbitration, on a basis that is reasonable and proportionate to the injury to the dependents in question. The Manitoba Act again adds that compensation in such cases shall only be paid to residents within the Province, removal from the Province depriving such dependent from any compensation. New Brunswick, as above stated, does not distinguish between dependents who are wholly and those who are only partially dependent.

Where no dependents are left, the reasonable expenses of medical attendance and burial, not exceeding $200, (in New Brunswick $75, and in Manitoba and British Columbia $100) are to be paid.

In Manitoba, it is provided that where compensation is awarded to dependents the money must be paid into Court, to be paid out as the Court may direct.

In Quebec, when the accident causes death, the compensation is to consist of four times the average yearly wages of the deceased at the time of the accident, but in no case is it to be less than $1,000 or to exceed $2,000. A further sum of $25 may be allowed for medical and funeral expenses, unless the deceased was a member of an association providing therefor. The compensation is payable to the surviving wife or husband, the legitimate or illegitimate children, to assist in providing for them till they reach the age of sixteen, and the parents or grandparents wholly dependent upon the deceased at the time of the accident, the apportionment to be by agreement, or, failing that, by the proper Court. Any sums paid out under the Act, previously to death, are to be deducted from the above-named totals. As soon as permanent incapacity is ascertained, or, where death has resulted from the injury, within one month from the date of agreement or judgement, the employer must pay the amount awarded, or the capital thereof, to an insurance company, provided the person injured or his representatives are willing. Allowances under the Act are to be paid quarterly, or in the case of temporary incapacity, at the time the wages of the other employés are paid, the intervals between payments in no case to exceed sixteen days. The solvency of insurance companies is safeguarded.

Compensation Where Incapacity, Total or Partial, Results.

Except in the case of Quebec no definite attempt is made, in dealing with compensation for non-fatal injuries, to allot the compensation according to the severity of the injury received. The usual form is to sanction the dating of the payment of compensation from the end of the second week of incapacity. In this way the longer the effects of the accident are felt, the larger the total allowance of compensation will be. New Brunswick provides that if the incapacity lasts less than two weeks no compensation is payable for the first week. Quebec however, distinguishes clearly between cases of (1) absolute and permanent incapacity; (2) permanent and partial incapacity; and (3) temporary incapacity. In the first mentioned case, an allowance of fifty per cent. of his average wages is payable from the day of the accident; in the second, the allowance is to equal half the sum by which the workman's wages have been reduced; and in the third, half of the daily wages received at the time of the accident may be paid, dating from the eighth day after the accident. The

capital of the allowance, however, is not, in any case, to exceed $2,000.

The other provinces in which no such definite distinction as the above is made, may be taken up together. In these, where total or partial incapacity for work results from an injury, provision is made for the weekly payment, during the period of incapacity, of a sum not to exceed fifty per cent. of the average weekly earnings of the workman during the previous twelve months, or during any less period in which he has been at work for the same employer. The total amount of weekly payment is not, in the case of Nova Scotia, to exceed $7; in New Brunswick, Manitoba and British Columbia the maximum weekly payment is named as $10; while in Alberta, it is placed at $7.50. The aggregate amount of these payments is limited to $1,500, except that in New Brunswick the compensation is not payable for more than 100 weeks. In Alberta, also, the aggregate is not mentioned, though in the case of a workman under twenty-one years of age, whose weekly earnings are less than $10, 100 per cent. thereof may be paid up to the $7.50 limit above mentioned. The Manitoba Act differs from the others in using as a basis for payment of compensation the actual diminution caused by the accident in the earning capacity of the workman. It also adds that where the injured workman is not a journeyman working at his own trade he is only to be entitled to twenty-five per cent. of the diminution for the first month of his employment, to forty per cent. for the second month and to fifty per cent. thereafter.

Rules for Reckoning "Average" Earnings.

The Acts contain instructions, except in the case of British Columbia, as to how "average weekly earnings" of a workman must be computed. The Nova Scotia Act provides that where a workman has been in the service of an employer for a short time only, the average earnings of a person in the same grade, employed at the same work, shall be used as a basis, absences from illness, etc., not to be taken into account. The Manitoba and Alberta Acts go somewhat further and provide for cases where the workman has entered into current contracts with two or more employers. They also add that where the employer has been accustomed to pay to the workman a sum for special expenses arising out of his employment, these are not to be reckoned as part of his earnings. In Quebec, the wages on which the compensation is based are to be as follows: Where the workman has been engaged in the business throughout the twelve months preceding the accident, the actual remuneration allowed him during that period. If his employment has not been continuous in this way, the average remuneration of a workman of the same class in the business, is to form the supplementary basis of reckoning. In intermittent occupations, the workman's wages while the work was in operation, and his earnings during the rest of the year are to form the basis.

Further Proviso as to Amount of Weekly Payments.

In fixing the amount of weekly payments in Nova Scotia, Manitoba, Alberta and British Columbia, regard is to be had to the difference between the average weekly earnings of the workman before the accident, and the average amount he is able to earn after the accident, and to any payment other than wages received from the employer on account of the injury. In Alberta it is specified in this connection that in the case of partial incapacity the weekly payment is not to exceed the difference between the earnings of the workman before and after the accident, but is to bear a proper relation to that difference. In Manitoba the amount is not to exceed fifty per cent. of the difference.

Examination of Workmen.

Where a workman has given notice of an accident he is required, if the employer so wishes, to submit himself for examination by a duly qualified medical practitioner at the expense of the employer. If he refuses to submit to such examination his right to compensation is suspended until the examination takes place. This holds in all the provinces except Ontario, Quebec adding that the work-

man may have his own physician present at the examination if he so desires.

Payment of Compensation in Case of Death.

Payment in the case of death is to be made, in Nova Scotia and British Columbia, to the legal personal representative of the workman, or, if he has no such representative, to or for the benefit of his dependents, or, if he has no dependents, to the person to whom the expenses are due. The legal representative is required to pay the compensation for the benefit of the dependents or other person entitled thereto. In Manitoba and Alberta the money in such cases must be paid into Court and applied as the Court thinks fit for the persons entitled thereto. Provided it is so agreed, payment may be made, in cases where there are no dependents, to the legal representative of the workman, or, if there is no repretentative, to the person to whom the expenses for medical attendance and burial are due. The rules of the Court may provide for the transfer of the money from one Court to another in the Province. Where the weekly payment is payable under the Act to a person not under legal disability, the Court may order it in the last mentioned Province to be paid into Court.

Administration of Payments to Dependents.

Any question as to who is a dependent, or as to the amount payable to a dependent in Nova Scotia, Manitoba, Alberta and British Columiba, is to be settled in default of agreement by arbitration. In Manitoba and Alberta the Court is given power to settle such questions if settlement otherwise has not been made, and it is further provided that part of the compensation may be allowed to those who are wholly dependent, and part to those who are only partially dependent. The Manitoba and Alberta Acts also provide that a variation in the allotment may be made by the Court in cases where circumstaces have changed, such as the neglect of children by a widow. The sum allowed as compensation to a dependent may be invested or otherwise applied, as is ordered by the arbitrators, in Nova Scotia and British Columbia, or by the Court in Manitoba and Alberta. The Nova Scotia Act adds that the money may be invested in a chartered bank by the Clerk of a County Court in the purchase of an annuity from the Dominion Government, or as a deposit to be accepted by the Receiver-General of Canada, and the beneficiary is protected from the provision of the law which forbids the opening of two accounts in the Dominion Savings' Bank. In British Columbia the money may be invested in the Savings' Department of any chartered bank by the Registrar of the Supreme Court in his name as registrar.

Examination of a Workman from Time to Time.

In Nova Scotia and British Columbia a workman who is receiving weekly payments under the Act must submit himself at the judgement of the employer from time to time for examination by a medical practitioner at the expense of the employer. If he objects to the medical practitioner in question or is dissatisfied with the certificate as to his condition he may submit himself for examination to one of the medical practitioners appointed for the purpose of the Act, and the certificate of the latter shall be conclusive evidence of his condition. If the workman, however, refuses to submit to such examination or obstructs the same, his right to weekly payments is suspended. In Manitoba and Alberta, it is added to the above that the workman is not to be required to undergo examination oftener than once every three months except by order of the judge. His refusal cancels as well as suspends his right to weekly payments. More elaborate machinery is also provided in these Provinces for the selecting of a medical referee and the securing of a final judgement in cases where the workman and employer disagree as to the former's condition. In case of such disagreement a medical referee is to be appointed by the lieutenant governor-in-council on payment of a maximum fee of ten dollars. Refusal

by a workman to submit to examination by such a referee suspends his rights under the Act.

Amendment or Conversion of Amount of Payment.

The amount of weekly payments may be diminished or increased by arbitration, and in the case of fatal accidents may be ceased, provided the dependent becomes capable of self-support. The Alberta statute adds that where the workman was at the date of the accident under twenty-one years of age and the review takes place more than a year after the accident, the weekly payment may not be increased more than fifty per cent of the probable earnings of the workman if he had remained uninjured, and is in no case to exceed $10.00.

Where weekly payments have been made for not less than six months the liability may on the application of the employer be redeemed by the payment of a lump sum to be settled by agreement or arbitration. In Manitoba it is expressly stated that the sum shall not, including the amounts already paid, exceed $1,500.

Weekly or lump sum payments of workmen's compensation cannot be assigned or attached. This holds in all the provinces.

In Manitoba or Alberta where the rate of compensation is suspended no compensation is payable in respect of the period of suspension.

Limitation of Employers' Liability.

Such in outline are the provisions of the law with regard to the amount of workmen's compensation payable in the several provinces, and with regard to the more important conditions attaching to the payment. In all the provinces, however, important riders are attached in the body of the statute to the clause which sets forth the liability of the employer. These, again, differ materially as between Ontario and New Brunswick, Quebec, and the remaining provinces, owing to the variation in basis viewpoint already explained. They may be mentioned briefly under the following six headings:—

Period of Disablement.

No employer is liable for an injury which does not disable a workman for a period of at least two weeks from earning full wages at the work on which he was employed. But note in this connection the exceptions pointed out above in the New Brunswick and Quebec Acts.

Recovery at Common Law.

Where injury was caused by the personal negligence or wilful act of the employer or his agent the civil liability of the former remains unaffected, and the workman may either pursue at common law or under the Workmen's Compensation Act. The employer is not doubly liable, however, and is entirely free from liability for proceedings independently of the Act, except in the case of personal negligence or wilful action. The Manitoba Act adds that if a workman elects to pursue his remedies independent of the Act he forfeits his right to compensation under the Act. In Quebec, any compensation received at common law from a third person responsible for the injury absolves the employer to that extent, and the employer may himself bring an action for such recovery. The employer himself, however, is only liable under the Workman's Compensation Act.

Contributory Negligence.

In Nova Scotia, if it is proved that the injury to a workman is attributable to his own serious and wilful misconduct or to drunkenness no claim for compensation can be allowed. In British Columba the same holds if the injury is attributable solely to the employé's "serious and wilful misconduct or serious neglect." In Alberta the only bar is "serious and wilful misconduct," but compensation where injury results in death or permanent disablement may still be allowed. In Manitoba an injury attributable to drunkenness is not to be compensated for, nor may an injury attributable to

"serious or wilful misconduct" be compensated for if it produces only partial incapacity, If, however, it produces total and permanent disability or death "serious or wilful misconduct" is not to be a bar to compensation. In Manitoba it is also stated that where injury is incurred in the rescue or attempted rescue of a fellow workman from a threatened danger on the premises of the employer in the ordinary course of employment, the workman is not to be deprived of the benefit of the Act "as if he had been guilty of serious or wilful misconduct or had acted outside the scope of his employment." In Quebec no compensation is allowed "if the accident was brought about intentionally by the person injured", and the Court may reduce the compensation "if the accident was due to the inexcusable fault of the workman," or increase it "if the accident was due to the inexcusable fault of the employer."

The Ontario and New Brunswick Acts in this connection are couched in entirely different terms from the above, and, though both approach the subject from a similar angle, are different from each other.

The New Brunswick Act approaches the more nearly to the more widely adopted form. It bars the right to compensation in four instances: (1) Where the injury is caused by his own wilful act with intent, neglect, carelessness, or disobedience to rules, the latter being required to be kept posted conspicuously on the works; (2) where it is caused by the malicious act or neglect of a fellow servant with intent; (3) where the workman knew of the defect or negligence which caused the injury and did not notify the employer, superintendent or foreman, unless he was aware that the employer, etc., knew of the defect; provided, however, that by continuing at work with knowledge of the defect he is to be held to have voluntarily incurred the risk; and (4) where the workman is killed or injured through the negligence of an intoxicated fellow-workman unless the killed or injured employée had given notice of the condition of his fellow workman to the foreman or other person in charge of the work.

In Ontario no compensation can be levied; (1) unless the defect in machinery, etc., causing the injury was due to the ngeligence of the employer or some agent responsible for the condition of the machinery or plant in question; (2) unless some impropriety or defect in the rules under which the accident occurred exists, except that rules that have received the approval of the Lieutenant-Governor-in-Council or are in accordance with an act of the legislature or of the Parliament of Canada may not be held improper or defective; and, (3) when the workman knew of the defect or negligence which caused his injury and failed without reasonable excuse to notify the employer or some person superior to himself in the service as set forth under (3) in the New Brunswick Act above.

Arbitration.

The Acts provide, except in Quebec and New Brunswick, that disputes arising under proceedings under the Act as to liability, application of the Act, the amount or duration of compensation, must, (in the case of Ontario "may") failing agreement, be settled by arbitration. The procedure of arbitration is described in detail later on.

Independent Actions.

If a workman in Nova Scotia, Alberta and British Columbia, within the proper time-limit mentioned in the Act, takes action independently of the Act, and it is determined that the injury is one for which the employer is not liable under such independent action, but that he would have been liable under the Act, the action is to be dismissed. If, however, the complaint is found justified, the Court is to assess compensation, and deduct therefrom the costs caused by the plaintiff proceeding outside of the Act. The Court in proceeding under this sub-section must give a certificate of the compensation it has awarded, and its directions as to costs, and such certificate is to have the force and effect of an award under the Compensation Act.

Relation to Factories, Mines' Acts, etc.

Nothing in the Workmen's Compensation Acts of Nova Scotia, Manitoba and British Columbia is to effect any proceeding for a fine under the Mines, Factories or Workshops Acts, where such exist, or the application of such fine. In Nova Scotia and British Columbia it is added that where a fine or any part of it has been applied for the benefit of an injured workman the amount so applied must be taken into account in estimating compensation under the Workmen's Compensation Act. In British Columbia, a workman engaged in a shipbuilding yard is not excluded from the Act by reason only that the accident occurred outside the yard in the course of his work upon a vessel in a dock, river or tidal water near the yard.

Time for Taking Proceedings—Giving of Notices

Proceedings for the recovery of compensation are maintainable only when due notice of the accident has been given. In Nova Scotia this notice must be delivered as soon as practicable after the accident has occurred and before the workman has voluntarily left the employment in which he was injured. The claim for compensation must be made within six months from the occurrence of the accident, or in the case of death, within six months of the time of death. It is provided, however, that no defect or inaccuracy in the notice shall be a bar to the maintenance of proceedings if it does not prejudice the employer in his defence or if it was given by a mistake, or other reasonable cause. The notice must give the address of the person injured, cause of the injury, and the date at which it was sustained. It may be served by delivery to the residence or place of business of the employer.[1] The provisions of the Alberta Act are practically identical to the above.[2] The Manitoba provision is much the same as that of the Alberta Act except that the time limit for giving notice in writing is placed at fourteen days from the occurrence of the accident.[3] The New Brunswick, Ontario and British Columbia Acts are also to all intents identical in form in this respect, embodying, in addition to the above, a schedule setting forth the form in which the notice is to be given. It is added that the notice must be delivered within twelve weeks, (in the case of New Brunswick two weeks) but if the defendent intends to rely for a defence on want or insufficiency of notice, or on the ground that he was not the employer or the employé injured, he must give notice to the plaintiff of his intention to rely on that defence, not less than seven days prior to the hearing of the case.[4] In Quebec, an action to recover compensation is subject to a prescription of one year, though a demand to revise the amount of compensation may be taken during the four years after the date of agreement or final judgement as to compensation.[5]

"Contracting Out."

In all the Provinces the law provides safeguards against the abuse of "contracting out." The statutes, however, differ as elsewhere in matters of detail.

In Nova Scotia, "contracting out" is permissable only under the following circumstances, namely: that the scheme of compensation, benefit or insurance for the workman is on the whole not less favourable to the general body of employés and their dependents than the provisions of the Act. Where such conditions prevail, the provisions of the scheme are to be subtituted for those of the Act, only, however, where the governor-in-council, after taking steps to ascertain the views of both employers and employés, certifies that the scheme is, as above stated, not less favourable than the provisions of the Act. Thereupon, the employer is liable only in accordance with the terms of the scheme. The governor-in-council's certificate must be for a period of not less than five years, and is renewable with or without modification. The insurance scheme must not contain any obligation on the workmen to join as a condition of their hiring. If complaint is made to the

[1] N.B. Statutes, 1903, chapter 11, sections 7, 10 and 11.
[2] N.B. Statutes, 1908, chapter 31, section 7.
[3] Quebec Stattues, 1909, shapter 66, sections 25 and 26.
[4] R.S. Ontario, chapter 160, sections 9, 13 and 14.
[5] B.C. Statutes, 1891, chapter 10, sections 9, 12 and 13.

governor-in-council by or on behalf of the workmen, that the provisions of the scheme are no longer as favourable as the provisions of the Act, or that the terms of the scheme are being violated or unfairly administered, examination must be made and the certificate revoked if the complaint is found good. Where the certificate is revoked or expires, the moneys of the scheme must be distributed among the employer and the workmen as mutually agreed upon, or as directed by the governor-in-council in the event of a difference of opinion. Where the scheme has been certified, the employer is required to answer any inquiries and furnish accounts requested by the governor-in-council. The government is to make an annual report of proceedings in this connection.[1]

The British Columbia Act is substantially identical with the above, except that the power of investigation is vested in the Attorney-General, and except that no annual report is called for.[2]

The Manitoba and Alberta statutes are identical in form, and on the whole very similar to those just stated. They both, however, provide that a majority of the workmen must have declared by ballot in favour of the scheme before "contracting out" is allowed. As in British Columbia, the Attorney-General is vested with the administration of the clause, and the Manitoba and Alberta statutes give him the power to make regulations for the purpose of carrying the section into effect.[3]

The Ontario and New Brunswick statutes differ in form from the above. Both declare that no contract or agreement entered into by a workman shall be a bar, or constitute a defence, to an action for recovery under the Act, except under three considerations: (1) That his entering upon such contract was not made a necessary condition of his receiving employment; (2) that the consideration offered, was in the opinion of the Court trying the action, ample and adequate; and (3) that the consideration accepted by the workman was not in the view of the court, improvident, but just and reasonable, the burden of proof, as to the latter point, being upon the emlpoyer. In Ontario it is added that no contract whatsoever is to be a bar to action for recovery in connection with injuries to railway employés of the kind specifically mentioned above.[4]

The Quebec Act simply provides that every agreement contrary to the provisions of the Act shall be absolutely null.[5]

Special provision is made in the Nova Scotia, Manitoba, Alberta and British Columbia Acts that no contract whereby a workman is to relinqiush the right to compensation is to be considered as in operation after such time as it would terminate if the workman were to give notice to that effect on the commencement of the Act.[6]

Procedure.

The Acts, without exception, contain specific directions at greater of less length as to procedure. And herein, except in the case of Quebec and New Brunswick, the extensive facilities offered in the most recent British legislation for the settlement of all disputes by arbitration are carefully copied. From the emphasis laid upon this feature of the legislation it may be well to deal with it first.

Arbitration.

The provisions dealing with this part of the subject are set forth in the case of Nova Scotia, Manitoba, Alberta and British Columbia, as in the latest British legislation, in the form of schedules appended to the several Acts. In Ontario the arbitration clauses occur in the amendments to the Act passed in 1899. The four schedules mentioned are, on the whole, similar, those of the Nova Scotia and British Columbia Acts, on the one hand, and of the Manitoba and Alberta Acts, on the other hand, being almost identical with each other. It will be

[1]N.S. Stattes, 1910, chapter 3, section 7.
[2]B.C. Statutes, 1902, chapter 12, section 5.
[3]Manitoba Statutes, 1910, chapter 81, section 6; Alberta Statutes, 1908, capter 12, section 5.
[4]R.S. Ontario, 1897, chapter 160, section 10. N.B. Statutes, 1903, chapter 11, section 13.
[5]Quebec Statutes, 1909, chapter 66, section 19.
[6]N.S., 1910, chapter 3, section 4. Manitoba, 1910, chapter 81, section 10; Alberta, 1908, chapter 12, section 9; B.C., 1902, chapter 74, section 10.

convenient, accordingly, in the first instance to review the legislation expressed in schedule form; adding thereto a statement with regard to the Ontario Act.

In these four Provinces provision is made for the appointment of a committee representative of the employer and his workmen, with power to settle matters under the Act. Any question in dispute is to be submitted thereto for settlement, provided neither of the parties to the dispute object in writing prior to the meeting of the committee to consider the matter. Where such objection is made, or no such committee exists, or where the committee fails to settle the matter within three months, a single arbitrator is to be agreed upon by the parties, or failing agreement, by the Court. In British Columbia such an arbitrator is to have all the powers of a judge of the Supreme Court, and in Nova Scotia, those of a County Court judge; while in Manitoba and Alberta, the schedules contain a special provision to regulate the procedure and practice by the County Court judges under the Act. The ordinary Arbitration Acts of Nova Scotia, Manitoba and Alberta are not to apply to arbitrations relating to workmen's compensation, but an arbitrator may, in these Provinces, and in British Columbia also, submit questions of law for the decision of a judge, whose finding is to be final, though an appeal within a prescribed time limit is allowed. The arbitrator, moreover, is given full powers to summon witnesses and demand documents, as in a court of law. In Manitoba and Alberta the court is given power to summon a medical referee to sit with the court as assessor. The rules of the court in these Provinces and in British Columbia may also make provision for the appearance in an arbitration of any party by some other person. The costs of the arbitration are, in the discretion of the committee, arbitrator or court, and may be taxed as prescribed by the rules; the Manitoba Act adding that in no event are they to exceed $25, except in cases of appeal, where they are subject to the provisions of the rules of the court. In the case of death or refusal, or of the inability of an arbitrator to act, the court may, upon application of either party, appoint a new arbitrator. As soon as the amount of compensation has been fixed a memorandum thereof must be registered in court, and is thereafter enforceable as a judgement. In Nova Scotia and British Columbia it is provided that a County Court judge may at any time rectify such register, while in Manitoba and Alberta it is provided that: (1) no such memorandum shall be recorded before seven days after the despatch by the clerk of notice to the parties interested; (2) where an employer objects to the recording of the memorandum and proves that the workman has returned to work and is earning the same wages as before the accident, the court may record a memorandum on such terms as it thinks just; (3) if the clerk of the court thinks any lump sum inadequate, or the agreement improper, he may refuse to record it; and (4) the court may within six months after the recording of a memorandum, order the record removed on proof that the agreement was improperly obtained, and may make such other order as seems just. In Manitoba and Alberta, an agreement as to the redemption of a weekly payment by a lump sum, if not registered, shall not exempt the person by whom the weekly payment is payable from liability, unless it is proved that failure to register was not due to neglect or default. Similarly, an agreement as to the amount of compensation to be paid to a person under legal disability, or to dependents, does not grant exemption if not registered. In all four Provinces, no court fee is payable by any party in respect of proceedings under the Act prior to the award, except in the case of Manitoba, such costs as may be prescribed by the rules of the court, or except in the case of Alberta where the medical examination of a workman is involved. Any sum awarded as compensation is to be paid on the receipt of the person to whom it is payable. No lien or other claim may attach to the same, except as may be awarded by the arbitrator in connection with costs. The committee or arbitrator may submit questions to a medical referee for report. In British Columbia it is added that the lieutenant-governor-in-council may appoint legally qualified medical practi-

tioners for the purpose of the Act. In Manitoba and Alberta the Attorney-General is given express power to confer on any committee under the Act all or any of the powers conferred by the Act or Courts of Justice, and may also provide how and to whom the compensation money is to be paid, in cases where, but for such an order, the money would be required to be paid into court. The order may also exclude agreements from the operation of the provisoes of the Act above cited, giving power to the Clerk of the Court to refuse to record a memorandum, and may contain any incidental or supplemental provisions that may appear to the Attorney-General to be necessary or proper for the purposes of the order.

The Ontario law provides for the disposal of all claims for Workmen's Compensation by arbitration, except where the claim is for an injury resulting in death. Arbitrations under the Act must be begun and carried on in the county where the injury was received. If the suit or action is begun in the County Court all applications must be made to the judge of that court instead of to a judge of the High Court in Chambers. Notice of an arbitration must be given, in a specified form, by a workman within four months from the date on which the injuries were sustained, upon the person or persons whom he claims to be liable. If the employer objects to the proposed arbitration he must give notice of his objection within ten days after receiving the employé's notice. The employer's notice of objection must be to the effect that within eight days he will apply to a judge of the High Court in Chambers for an order that proceedings be by action, and not by arbitration. The judge may acquiesce in this change of venue on any of three grounds: (1) that difficult, new questions of law are likely to be involved; (2) that complicated questions of fact are likely to arise; and (3) that the County judge is disqualified and that there is no junior judge. The judge may also extend the time for commencing an action, as he may deem proper. Without such notice of objection the employer is deemed to consent to the arbitration, unless his failure to give notice is due to mistake or oversight, or to other conditions that may seem just to the judge. Even though legal proceedings have actually been begun the defendant may apply for an order of arbitration, and may obtain the same if the judge in chambers approves, the costs of the action to be disposed of either by the judge or by the arbitrator. Nothing in the above, of course, dispenses with the notice of injury required elsewhere to be given by the workman. The proceedings after arbitration has been agreed upon are also set forth in detail. Briefly, the County Court judge appoints a time and place for the hearing, so as to dispose of the matter at as early a date as practicable. The respondent has the right to expedite the proceedings in case the complainant does not proceed with reasonable speed. Proceedings may be stayed on order and the case proceeded with by action in the usual way. The respondent's statement of defence must be filed within eight days after he has received notice of the date of the arbitration. The judge of another county may act on request. The attendance of witnesses and the production of documents may be compelled in the same manner as in a County Court, and, if the parties so desire, or the judge so direct, the evidence may be taken down in shorthand, the cost of same being borne equally by the parties unless the judge otherwise directs. Questions of law may be submitted for the decision of a judge of the High Court, the latter's decision to be final. Costs are to be on the scale allowed in actions in the County Court, and subject to taxation in the same manner, being in, all cases in the discretion of the judge. The judge must make his award in writing, on the filing of which the award becomes a County Court judgement, and execution may be issued thereon in the same way as on a judgement in an action. Where the amount of compensation has been arranged between the parties, a memorandum may be registered at a fee of $1. It becomes thereafter, for all purposes, a County Court judgement, providing that the judge of the county may at any time rectify the register. The services of judges and court officers, in connection with an arbitration, are re-

garded as part of their regular duties, except that a fee of $10 may be paid to a judge, and the ordinary fees for similar work to the court officers. Any sum awarded or agreed upon as compensation is not subject to lien or costs. An appeal is allowed from the decision of an arbitrator to a divisional court of the High Court of Justice. This Court has power, on hearing an appeal, to remit the matter for the consideration of the judge of the County Court. In any arbitration under the Act, the claimant is not limited to the amount recoverable in a County Court action, but may recover the same amount that is provided in cases of action under the Workmen's Compensation Act. It is expressly added that the Arbitration Act is not to apply to arbitrators under the Workmen's Compensation Act, and that nothing in the latter Act shall oblige a claimant to proceed by way of arbitration or to impair his right to bring an action at law, if he deems fit.[1]

The Ontario Act originally provides, in the trial of actions for recovery of workmen's compensation, for the appointment of assessors for the purpose of ascertaining the amount of compensation. These assessors may be suggested by either party to the dispute, on depositing $4 for every one proposed. The duty of such assessors is to assist the Court or judge with their opinion and special knowledge. The Act also provides for the consolidations of actions in respect of the same Act or omission, and several actions may be stayed upon the defendant agreeing to abide the result of one. The Act adds details as to the terms of consolidation, and stays the ranging of an order, the removal of a stay, the separate assessment of damages, admission by defendant by notice, and forms and rules.[2]

The Quebec law confers jurisdiction on the Superior and Circuit Courts of actions or contestations under the Act. An appeal must be within fifteen days. A provisional daily allowanec may be paid by the Court to the injured person pending judgement or appeal. All proceedings shall be summary, trial by jury being expressly forbidden. Before having recourse to the Act, a workmen must have the authorization of a judge of the Superior Court. Before granting such authorization the judge may take such means as he may think useful to bring about an understanding between the parties, and if they agree he may render judgement in accordance with such agreement.

In Manitoba an employé who commences proceedings for damages for an injury at common law or under any other statute forfeits his right to compensation under the Act. Similarly, when an employé elects to claim compensation under the Manitoba Act of 1910, he forfeits his recourse otherwise. Where an employer is protected by insurance against liability, a workman's claim is a lien against the insurance money.

Bankruptcy of Employer.

Most of the statutes contain provisions to safeguard an employé having a claim against an employer for compensation in the event of the bankruptcy of the latter, though the provisions differ in the different Provinces.

The Nova Scotia Act provides that where an employer, who is entitled to any sum from insurances in respect of liability under the Act, becomes bankrupt, the workman shall have the first charge upon the sum in question for the amount due him, and the judge of the County Court may direct the insurers to pay the same into a chartered bank and order the same to be applied for the benefit of the workman.[1] New Brunswick has no provisions of this knd. Quebec does not specifically provide against the bankruptcy of the employer, though it is declared that all moneys paid by any insurance company or mutual benefit society shall be applied on account of sums payable under the Act, the employer's liability continuing, however, if the company neglects to pay.[2] The Manitoba and Alberta statues go somewhat further than that of

[1]R.S. Ontario, 1899, chapter 18, sections 4 to 29 inclusive.
[2]R.S. Ontario, 1897, chapter 160, sections 16 to 33.

[1]N.S. Statutes, 1910, chapter 3, section 10.
[2]Quebec Statutes, 1909, chapter 66, section 16.

Nova Scotia. In addition to the right against insurance it is expressly provided that workmen's compensation claims in assignments are to be paid in priority to other debts up to the sum of $500 in any individual case.[3] The British Columbia provision is very similar to that of Nova Scotia.[4]

Remedies Against a Stranger.

Where an injury for which compensations payable to a workman is caused by some other person than the employer, the workman may either proceed against that person at common law or against his employer under the Workman's Compensation Act. He may, not, however, proceed against both. If he recovers from the employer, the latter is entitled to indemnification from the stranger. Such are the terms of the Nova Scotia and British Columbia statutes. The Alberta and Manitoba Acts are worded somewhat differently, but are substantially equivalent to the above except for the addition of a proviso that the settlement of disputes as to indemnification to be paid by the stranger to the employer shall be by arbitration.[5]

[3]Manitoba Statutes, 1910, chapter 81, section 8. Alberta Statutes, 1908, chapter 12, section 7.
[4]B.C. Statutes, 1902, chapter 74, section 6.
[5]N.S., 1910, chapter 3, section 11; Manitoba, 1910, chapter 18, section 9; Alberta, 1908, chapter 12, section 8; B.C., 1902, chapter 74, section 7.

Industrial Insurance in Nova Scotia.

In Nova Scotia a very interesting situation, which called for recognition in the framing of the Workmen's Compensation Act, was that which had developed under the system of miners' relief societies. The system had at an earlier period obtained protection and encouragement from the law, and for a large body of employés in the dangerous occupation of coal mining had come to constitute a virtual insurance plan. It was regarded, therefore, as meeting, in a certain degree, the demand for workmen's compensation legislation. Employés of the Dominion Iron and Steel Company, the Nova Scotia Steel and Coal Company, the Sydney and Louisburg Railway Company, as well as those of the Dominion and Acadia, and Intercolonial Coal Companies, all of whom have relief societies of an approved type to which the employers contribute, are accordingly expressly excluded from the operation of the Workmen's Compensation Act of 1910 in that Province. The Act moreover, is not to apply to "undertakers" at whose mines there is established a miners' relief society under the Act of 1900, until the governor-in-council orders an application of the Act thereto, permission being given to the governor-in-council to prescribe the terms and conditions under which such order shall come into effect.

THE INDUSTRIAL DISPUTES INVESTIGATION ACT. — PROCEEDINGS UNDER THE ACT DURING NOVEMBER, 1910.

DURING the month of November an application for the establishment of a Board of Conciliation and Investigation was received on behalf of the employés of the Crow's Nest Pass Coal Company, Limited, the dispute affecting, it was stated, approximately 3,000 employés.

Report Received.

During the month of November a unanimous report was received in the case of a dispute which had been referred for adjustment under the Act, between the Canadian Pacific Steamship Company and its employés, commonly known as deck-hands, at Vancouver and Victoria.

Other Proceedings Under the Act.

In the application of the employés of the Crow's Nest Pass Coal Company, Limited, for the establishment of a Board it was claimed that a reduction had been made in the rate of wages paid to certain employés of the Company, in violation of the terms of an agreement which had been made between the Company and its employés, in April, 1909. Complaint was

also made by the applicants with respect to charges for special trains from Coal Creek, B. .C., to Fernie. Messrs. W. S. Lane, of Fernie, B.C., and Clement Stubbs of Bellevue, Alta., were appointed members of the Board on behalf of the employing Company and of the employés, respectively, and in the absence of any joint recommendation from the foregoing, the Board was completed by the appointment, on November 18, of Mr. I. S. G. Van Wart, Sheriff of Calgary, Alta., as chairman.

In the November number of the *Labour Gazette* a reference has been made to an application on behalf of the conductors and motormen employed by the Winnipeg Electric Railway Company. Captain William Robinson, of Winnipeg, Man., and Mr. L. L. Peltier, of Fort William, Ont., were appointed members of this Board on the recommendation of the employing Company and of the employés, respectively. Mr. W. J. Christie, of Winnipeg, was appointed chairman on November 11, on the recommendation of the other members of the Board. The Board entered at once upon its work of investigation, but had not completed its labours at the end of the month.

I. REPORT OF BOARD OF CONCILIATION AND INVESTIGATION IN DISPUTE BETWEEN CANADIAN PACIFIC STEAMSHIP COMPANY AND EMPLOYÉS COMMONLY KNOWN AS DECKHANDS AT VANCOUVER AND VICTORIA.

THE Minister of Labour received on November 28, a unanimous report of the Board of Conciliation and Investigation to which had been referred certain matters in dispute between the Canadian Pacific Steamship Company and its employés commonly known as deck-hands, at Vancouver and Victoria. The members of the Board in this case were His Honour Judge W. W. B. McInnes, Vancouver, B.C., chairman; George S. McCrossan, Vancouver, B.C., member appointed on behalf of the employing Company; and Mr. James H. McVety, Vancouver, B.C., member appointed on behalf of the employés. The dispute in question related to rates of wages, hours of labour and a demand for more sanitary quarters for the employés in question. The number of deck-hands concerned in the dispute was given in the application as directly eighty-six, and indirectly fifty. In its report, the Board expresses itself as satisfied that the deck-hands have a grievance regarding matters in dispute as to their hours, remuneration, accommodation and food. "As to all these demands," the report says, "we may add that it was proven that on most of the coasting boats operating in adjacent American waters the deck-hands enjoy better conditions of employment than are now being asked for here; also that the conditions in the same class of work in other parts of the British Empire are much superior."

Report of Board.

The text of the unanimous report of the Board of Conciliation and Investigation in this matter is as follows:—

VANCOUVER, B.C.,
November 22, 1910.

Sir,—

In the matter of the Industrial Disputes Act, 1907, and in the matter of differences between the Canadian Pacific Steamship Company and its employés, commonly known as deck-hands, at Vancouver and Victoria.

We, the members of the Board of Conciliation and Investigation appointed herein, beg to report as follows:—

Meetings were held on November 5, 9, 10, 12, 17, 19, and 21. Many deck-hands gave evidence, some being members of the Sailors' Union and some non-union men. The Company, claiming that it had no dispute with its employés and that it had placed its position fully before you, refused to take part in the inquiry. Captain J. W. Troup, however, the manager of the Company's coasting steamers, appeared in obedience to a subpoena, and was examined at length.

The local branch of the Sailors' Union

has a membership of 160; of these, thirty-five were deck-hands in the employ of the Company at the time the application herein was made, and twenty are now in its employ. The Union, in making the demands under consideration, represents, we believe, all the deck-hands, whether members of the Union or not.

The specific matters referred to us for investigation are set out in the application as being:—

1. A demand on the part of the men employed as deck-hands for payment for work performed handling cargo on Sundays and holidays, when vessel is not in danger;

2. A reduction in working hours to ten hours per day, or the use of the watch and watch system.;

3. Overtime rates of 50 cents per hour for work performed on Sundays, holidays and time worked in excess of the regular working day;

4. More sanitary quarters for men.

We will state our conclusions as to these in the same order:—

1. We consider it fair that work on Sundays and holidays should be regarded as overtime, and the men paid therefor at the rate suggested hereinafter for overtime.

2. The request for a ten-hour day is reasonable. The evidence shows that on some "runs" the men had worked as long as thirty hours at a stretch, and that a fifteen-hour day was not unusual. On other "runs" the men were kept continually on the alert, because of frequent port calls, and became fagged from overwork and loss of sleep. These conditions are a matter of public concern, as in their results they directly affect the efficiency of the crews.

We are unable, on the facts before us, to recommend at this time the adoption of the "watch and watch system."

3. Time worked by men in excess of a ten-hour day and on Sundays and holidays should be paid for at the rate of 40 cents per hour. This (40 cents per hour) is the rate of wages paid longshoremen who do the same class of work as the deck-hands, when the boat is in port.

4. The accommodation for the deck-hands varied in the different boats from bad to fair. In nearly every case greater attention should be given to cleanliness and comfort. As to the food, the complaint was general. Captain Troup deposed that the food allowance per deck-hand for the month of July was 76 cents per day, and for the month of August, 80 cents. This is an ample allowance and should provide a good table for the men. We are convinced, however, that the men do not receive anything like the food this allowance should supply. This trouble, we think, can be remedied by the Company exercising a closer supervision over its employés who are connected with the culinary service.

As to all these demands we may add that it has proven that on most of the coasting boats operating in adjacent American waters the deck-hands enjoy better conditions of employment than are now being asked for here; also that the conditions in the same class of work in other parts of the British Empire are much superior.

Regarding the matters in dispute, therefore, we are satisfied, as above indicated, that the deck-hands have a grievance as to their hours, remuneration, accommodation and food.

All of which is respectfully submitted.

(*Signed*) W. W. B. McINNES, *Chairman.*

" JAS. H. MCVETY, *For the Deck-hands.*

" GEO. S. MCCROSSAN,

To the Honourable
Minister of Labour,
OTTAWA.

ACCIDENTS IN CANADIAN MINES—REPORT BY THE MINES DEPARTMENT, CANADA.

THE Summary Report of the Mines' Branch of the Department of Mines for the calendar year 1909, recently issued, contains a valuable section on the subject of accidents in Canadian mines, prepared by Mr. Joseph G. S. Hudson of the Department. The report was originally designed to assist in the work recently undertaken by the Department of drafting a Bill to regulate the manufacture and use of explosives in Canada. In view of the shortness of time available for the collection of the statistics, the statement is regarded as of a preliminary nature only.

Accidents in Mines.

The Report begins by drawing attention to the lamentable number of fatalities in the coal and metalliferous mines of Canada and by pointing out the improvement in this respect which has followed judicious legislation in Great Britain. The death rate in the latter country, per 1,000 men, in the years 1873 to 1882 was 2.24 in coal mines, and 1.63 in metalliferous mines. This average was reduced during the period 1903–1907 to 1.29, in the case of coal mines, and to 1.08 in the case of metalliferous mines. Meanwhile, the reverse tendency has been manifested in the United States and Canada. In 1895, the death rate in the United States' coal mines per 1,000 employés was 2.67; in 1907, it had risen to 4.86 per 1,000.

The Record in Canada.

Coal mining.—British Columbia and Nova Scotia are the two provinces in which coal mining has been carried on most extensively. The following statement shows the death rate per 1,000 men employed in coal mines in British Columbia during the past ten years:—

Year.	Per 1,000 men employed.
1899	2.91
1900	4.06
1901	25.67
1902	34.65
1903	9.85
1904	8.31
1905	2.72
1906	3.12
1907	5.11
1908	2.95

A similar statement for Nova Scotia is as follows:—

Year.	Per 1,000 men employed
1899	3.39
1900	3.17
1901	1.82
1902	2.60
1903	2.88
1904	2.40
1905	1.85
1906	2.39
1907	3.05
1908	3.48

It will be seen that in British Columbia the average death rate for the ten years covered is 9.21 per 1,000 men and in Nova Scotia 2.67 per 1,000 men, as compared with 1.29 in the United Kingdom.

Metalliferous mines.—The following table gives a comparative record of fatalities in the metalliferous mines of British Columbia, Ontario and Nova Scotia:

COMPARATIVE RECORDS.

Death rate per 1,000 men employed.	1906	1907	1908
British Columbia:			
Coal	3.12	5.12	2.95
Metal	4.57	5.51	5.93
Ontario:			
Copper and nickel	2.45	2.19	.....
Silver and iron	2.84	7.36	.....
Nova Scotia:			
Coal	2.31	3.05	3.48
Metal	11.61	4.14	.....

With regard to the Province of Ontario in 1908, the record for one section of the Province seems so alarming that special attention is directed thereto. In making comparisons with the statistics from other districts, however, it must be recognized that in Ontario practically every accident, excepting a few in the more remote dis-

tricts where only prospecting is in progress, is recorded, but only very imperfect records of the number of men employed on the properties are obtainable. Hence it becomes difficult to reduce the accidents, fatal or otherwise, to the usual ratio per 1,000 employed.

In the Transvaal, where Kaffir labour is employed, the death rate per 1,000 men employed (in 1906) was five. This was deemed so alarming that a Royal Commission was instituted at once.

For comparative purposes, accidents are classified as shown in the following German schedule:

Classification.	Germany 1906	Ontario 1906
	Per cent.	*Per cent.*
Accidents owing to danger inherent to the work itself	69.31	44.7
Accidents due to defects in the mine workings	00.78	31.9
Accidents through fault of fellow workmen	3.24	8.5
Accidents through fault of injured persons	26.67	14.9

The manifest conclusions to be drawn from the above are as follows:—

1. That the class of work is not as dangerous in Ontario as in Germany.

2. That the management of the Ontario mines has much to answer for as regards the loss of life.

3. That the workmen in Ontario mines will compare favourably with the German workmen.

Suggested Remedy.

The foregoing facts indicate a serious state of affairs as regards loss of life and limb in Canadian mines. It is suggested as a remedy that better co-operation between the Federal and the Provincial Governments is necessary for the alleviating of conditions. An instance of such co-operation is afforded by the United States, where the movement originated with the States. The passing of an Explosives' Act, similar to that enacted in the United Kingdom in 1875, is also recommended, together with the establishment of testing stations for proving explosives and experimenting therewith.

It is also pointed out that on railway construction work the same lamentable condition of affairs exists. The Report concludes:—

"What is needed is an amendment of the 'Geological and Mines Act,' giving to the Mines Branch authority to call for the immediate reporting of accidents; powers to co-operate with mining authorities in the formulation of an efficient code of laws and regulations relating to mining and the use of explosives; and with sanction to verify statements and to investigate causes.

"With regard to explosives, as already stated, no Federal Act exists.

"In this respect Canada stands unique; for in every other civilized country laws relating to explosives have been enacted."

ASSISTED IMMIGRATION PLAN OF WINNIPEG, MAN., DEVELOPMENT AND INDUSTRIAL BUREAU.

DURING the present autumn, an interesting plan of assisted immigration has been inaugurated by the Winnipeg Development and Industrial Bureau. The plan has for object the bringing out of the wives and children of British workmen who have come to Winnipeg and secured employment there. A special committee of the Bureau has been appointed to supervise the work. A brief account of what has been done in this connection, as based on information obtained by the Department of Labour from the Bureau, is as follows:

The machinery which has been devised for the successful carrying out of the plan is an association of one hundred business men who have bound themselves by agreement to become liable to the extent of $250 for any loans made for the purposes of the plan. This guarantee is deposited in the bank as security against any losses that might occur in the non-payment of loans extended to the men bringing out their families. The guarantors pay the bank six per cent. on the advances made and the principal on each loan is reduced monthly, the interest

charged, six per cent., being charged to the applicant. In case of the death of the father or any serious loss to the family assisted, it is generally understood by the guarantors that the amount due will be written off the books. Whatever loss is met with at the end of each year, we make an equal assessment among the hundred guarantors to cover the same and the life of the organization will last until each guarantor has paid into the fund the sum of $250.

Every man seeking assistance fills out a prescribed application form and is then notified by letter to appear before the Advisory Board of five members who question him as to his past, and as to his ability to repay the loan and to care for his family on their arrival. No money is given to applicants direct; the plan is to issue a prepaid certificate which is handed to the wife and family by a representative of the transportation company over whose line the family is brought to Canada. Before issuing the ticket three duplicate copies of the examination into the case is handed the Commissioner of Immigration at Winnipeg, he, in turn, forwarding a copy of it to Ottawa and London. When the British office reports that the family is eligible under the Immigration Act, the Bureau forwards the prepaid certificate. The applicant is required to sign an ordinary promissory note, at six per cent. interest with repayments such as his wages will allow after duly considering the circumstances in each case. From an economic standpoint the Committee feels that it is doing good work for the city and for Canada as a whole, seeing that money which is at present sent out of the country will in future be spent in Canada.

The scheme is imperial in spirit. It is intended to stimulate healthful family life in the city among English speaking people. Any earnest man on leaving Great Britain will in future know that after he is satisfied with conditions in Canada, he will find a community spirit of helpfulness in Winnipeg that will enable to reunite him to the family he may have left behind.

The greatest appreciation is said to have been shown by the fathers of families already assisted. So far the committee has helped sixteen families that total sixty-three persons. The total cost of transportation has been $2,358.35, of which $566.70 has been deposited by the applicants, leaving $1,791.65 to be advanced by the Advisory Board.

The regulations being carried out are strictly of a business character, but without profit to any one or cost to the applicants, the time and clerical work being given by those behind the movement.

In each case the Committee receives a confidential report from the employer of the man who applies for assistance upon which is largely based the loaning of the amount asked for.

There are, at present, sixty-eight names on the list of guarantors.

Agreement of Guarantors.

The following is the text of the agreement signed by the guarantors:

Each of the undersigned subscribers without regard to the number of subscribers or to any representations that may have been made or may hereafter be made as to the number or names of the parties to become subscribers to this agreement or document or otherwise howsoever, hereby agrees with any Chartered Bank to pay the said Bank upon demand the sum of $250 each on account of or in liquidation of any and all loans that may from time to time be made by the said Bank to one Charles F. Roland, of the City of Winnipeg, in the Province of Manitoba, hereinafter called "trustee" for the purposes hereinafter mentioned.

And it is hereby agreed by and between the parties hereto:—

1. That no one subscriber is to be called upon in any event whatever to pay more than the sum of $250, that being the extent of the liability assumed by each subscriber hereto.

2. That the said trustee may borrow, from time to time, from the said Bank on the security of this agreement such sums as he may require and may be able to borrow from the said Bank for the purpose of assisting English-speaking workmen resident in Canada to bring their families and dependents to Canada.

3. Before any such assistance shall be given to any such workman, he shall be recommended to receive same by at least three of the subscribers hereto, and shall first give note security to the satisfaction of the said trustee for the due payment of all sums advanced to him.

4. The trustee shall apply all sums of money received by him from workmen and subscribers hereto in repayment of such sums as he may borrow from the said Bank.

5. Whenever the said Bank desires repayment of any sum borrowed by the said trustee under the provisions of paragraph one hereof, the said trustee shall prepare a statement in writing showing all moneys received and disbursed by him to the date of such statement with details showing what such moneys have been paid out for, and for and from whom they have been received, and such statement in addition shall show the number of subscribers hereto. The amount required to be

repaid shall be assessed equally upon all subscribers and the statement shall also show the amount of such assessment. Thereafter the trustee shall mail a copy of the said statement of assessment to each subscriber at the address set opposite to his name, and thereupon each subscriber agrees to pay the amount of such assessment. Subsequent assessments may be made from time to time until each subscriber has paid the total amount of $250 subscribed as aforesaid.

6. Notwithstanding anything herein contained it is distinctly understood and agreed that the said Bank is not to be bound by any arrangement or agreement with respect to the manner or way in which the subscribers hereto are to pay the amount for which they have respectively subscribed or agreed to pay. On the other hand, it is distinctly understood and agreed by and between all the parties hereto that so far as the said Bank is concerned, it may whenever and as often as it sees fit to do so, demand, sue for and recover from the subscribers hereto or such of them as the Bank shall in its discretion consider good for the amount all moneys loaned for the purposes aforesaid.

7. It is also understood and agreed that the said Bank is not bound or expected to investigate or inquire into the rights of the said trustee to borrow money from time to time, or as to whether any necessary preliminaries ha ve been complied with or not, but the application of the said trustee for loans from time to time will be sufficient justification for the said Bank to make such oans as it deems advisable.

8. It is also understood and agreed that the said Bank is not to be responsible for the application of any moneys borrowed by the trustee or for the mis-application or non-application thereof.

9. The trustee or any three subscribers hereto may, at any time, by three days' notice in writing call a meeting of the subscribers hereto, and a majority of the subscribers, at any such meeting, may appoint a new trustee if they deem it advisable and may give such directions to the trustee as may to them seem advisable respecting the performance of his duties hereunder and may if advisable direct the trustee to give no further assistance hereunder.

10. It is further understood and agreed between the parties hereto that all the promises, covenants and agreements herein contained shall be binding upon the subscribers, their respective heirs, executors and administrators and shall enure to the benefit of the Bank, its successors and assigns.

11. The said trustee and any successor of any such trustee shall sign the acceptance hereto endorsed and agree to faithfully perform the said duties.

Dated at Winnipeg, this fifteenth day of September, A.D., 1910.

Application Form.

The form which the applicant is required to fill in and present calls for the following information:—

Name.....
Winnipeg Address.....
Name of Employer.....
Trade or Profession.....
Present Weekly Wage $.....Number in Family...
Names in full and ages of family:
Father (Name in full) .....Age.....
Mother (Name in full).....Age.....
Sons (Names in full).....Age.....
.....Age.....
.....Age.....
.....Age.....
Daughters (Names in full) .....Age.....
.....Age.....
.....Age.....
.....Age.....

Do any of these persons suffer from apoplexy or apoplectic fits?.....Have any of them been confined in an insane asylum during past five years? .....Are any of them deaf, dumb or blind?.....
Are any of them suffering from contagious diseases of eyes or skin?.....Are any deformed?.....
Are they all in good health?.....
Present Post Office Address of Family.....
.....
Sailing Port.....
Family References.....
.....
Amount required for passage $.....
Agree to repay above advance $.....monthly with interest at seven per cent.
Remarks: .....
.....
WITNESS: SIGNED:
....
Dated this.....day of....., 191 .

MANITOBA LEGISLATION AFFECTING LABOUR, 1910.

FROM the standpoint of labour, the most important Act passed by the Manitoba Legislature during the current calendar year was a Workmen's Compensation Act, which constitutes a thorough revision and consolidation of previous legislation, with important additions. The Act in its present form follows closely the similar legislation passed in Great Britain in the year 1897. A reference in detail to its provisions will be found in the article dealing with Workmen's Compensation throughout Canada, begun in the November issue of the *Labour Gazette* and concluded elsewhere in the present number.

Protection of Children.

The Children's Protection Act is amended by the addition of provisions prohibiting children over twelve and under sixteen years of age selling newspapers in the streets, except under a license from the Superintendent of Neglected Children. Before such license is issued the Superintendent must obtain full information as to the child's age, parentage, education, etc., and as to the necessity for the child being so employed during school hours. A badge and number are to be furnished with the license free of charge. No such license or badge may be issued to a girl.

By a second section, constables and school teachers are authorized to seize and destroy cigarettes or tobacco in the possession of a child under sixteen years of age found smoking. Constables and school teachers may also search the clothing of any boy under sixteen years of age whom he suspects of having in his possession any obscene book, photograph or other matter, and to confiscate and destroy the same.[1] An extensive Act respecting Industrial Homes for boys, girls and women was assented to.[2]

Steam Engineers' Act.

An Act was passed during the session respecting the incorporation and licensing of steam stationary engineers in the Province of Manitoba. The Act provides for the organization of an association of engineers and for the appointment of an examining board of three by the lieutenant-governor-in-council, to pass upon the qualifications required of candidates for certificates under the Act. Engineers now in charge of a steam plant and who have been in charge for two years or more are to be granted a certificate without examination, assistant engineers being granted a certificate one grade lower than that of the engineer in charge. It is unlawful for any person to serve as an engineer where steam is used at a pressure above 75 pounds who is not licensed by the Board of Examiners. Three classes of certificates are to be issued. These certificates may be revoked or cancelled for drunkenness, negligence or neglect of duty. The law does not apply to traction or threshing engines used for farm services only, nor to heating boilers carrying under 75 pounds pressure, nor to locomotive or steamboat boilers. Any person in charge of a plant of 200 horse-power or over is required to hold a first-class certificate, while persons in charge of boilers carrying from 50 to 200 horse-power are required to hold a second-class certificate, and persons in charge of plants up to 50 horse-power are to hold at least a third-class certificate.[3]

The Steam Boilers Inspection Act is amended by sections requiring boilers to have lock pop safety-valves, a penalty of not less than $50 being imposed for tampering with the seals of the valves in question.[4]

Government Ownership of Grain Elevators.

An important Act of the session is one giving the Government of Manitoba power to "purchase, lease, construct, maintain and operate grain elevators at any place or places in the Province." The Bill was passed after extended negotiations between the Government and the Manitoba Grain Growers' Asosciation, and was described in the Speech from the Throne at prorogation, as designed to permit and further facilitate the storage of grain "in a manner beneficial to the farming community." The Act provides machinery for the fixing of the price of any property purchased by the Government, the selling or leasing of elevators to municipalities, the framing of regulations respecting the maintenance and operation of elevators, &c. All elevators acquired under the Act are to be deemed public works. For the purpose of the Act, the Government is given power to appoint three commissioners to manage the elevators acquired by the Government. No member of the Legislative Assembly may be appointed to this commission, or may hold any office in it. Details of rates and charges for the use of elevators are to be fixed by the commissioners on the principle that all are to be treated alike, in being afforded reasonable facilities. No steps are to be taken under the Act until a petition signed by sixty per cent. of the grain growers in the neighbourhood is received.[5]

Miscellaneous.

An amendment of the Municipal Telephone Systems Act provides means for the sale of municipal telephone systems to the Government.[6]

[1] Manitoba Statute 1910, chapter 13.
[2] Manitoba Statute 1910, chapter 29.
[3] Manitoba Statute 1910, chapter 69.
[4] Manitoba Statute 1910, chapter 68.
[5] Manitoba Statute 1910, chapter 27.
[6] Manitoba Statute 1910, chapter 75.

BRITISH COLUMBIA LEGISLATION AFFECTING LABOUR, 1910.

THE following is a brief review of the more important legislation affecting industry and labour enacted at the session of the Legislature of British Columbia held during the present year.

Mechanics' Liens.

The Mechanics' Lien Act has been amended and the previous legislation on the subject of 1891, 1900 and 1903–04, consolidated. The provisions of the Act are now set forth under the following headings: Interpretation; nature of liens; security; registration; transmission, expiration, cancellation and discharge; enforcement; and costs. Among new provisions are a clause or clauses to the effect that the Act shall not apply to public streets or improvements thereon forbidding "contracting out," and declaring the husband to be the wife's agent under the Act. The clauses defining the nature of mechanics' liens are also considerably extended, miners being now included. Additional security for the payment of liens is provided, and a clause inserted requiring receipted pay-rolls to be posted on works. The requirements as to registration are enlarged in order to suit the enlarged scope of the legislation. Several verbal changes are introduced, the general effect being to materially increase the degree of protection afforded to labour for the prompt payment of wages.[1]

Woodmen's Liens.

The Woodmen's Liens for Wages Act is amended by the addition of sections requiring persons entering contracts for the furnishing of logs or timber to produce pay-rolls of woodmen's wages in specified form. The person not requiring the production of a receipted pay-roll is liable at the suit of the workmen. Sums mentioned in the pay-roll as unpaid must be retained by the person to whom the pay-roll is given.[2]

Steam Boilers Inspection.

A number of important additions and amendments are made to the Steam Boilers Inspection Act of 1901. Steam heating plants in rooming houses and apartment houses (but not in private residences), having a capacity of two-horse power or under, are brought under the Act. The Chief Inspector is empowered to hold an investigation with respect to injuries to persons or property caused by the alleged negligence or incompetency of any engineer holding a certificate under the Act. The following new classification of engineers is adopted:

First class engineers; second class engineers; third class engineers; fourth class engineers; fifth class engineers; engineers with temporary certificates; engineers with service certificates; engineers with special certificates.

There is a re-definition of the classes in accordance with the above. The work to be done under special certificates is as follows:—

Low pressure heating plant; creamery plant, not exceeding twenty-five horse-power; logging donkey; logging locomotive; traction engine or road roller; portable threshing engine.

The procedure for recovering penalties under the Act with costs may now be in a summary manner.[3]

Factory Inspection.

An addition to the Factories' Act declares that an inspector during his tenure of office shall not be competent to give testimony in any civil courts with regard to anything he has seen or done, or with regard to any information he may have obtained in the course of the discharge of his duties as inspector. He is also exempted from giving testimony in any civil case as an expert witness on any subject whatsoever.[4]

A new Act provides for the appointment of inspectors for the inspection of

[1]British Columbia Statute, 1910, chapter 31.
[2]British Columbia Statute, 1910, chapter 54.
[3]British Columbia Statute, 1910, chapter 2.
[4]British Columbia, Statute, 1910, chapter 18.

premises, works, wires and appliances, generating, transmitting or supplying electrical energy. The preamble gives the cause of the legislation as the many fatal accidents which have recently occurred through defects in the construction or operation of such premises or appliances. The powers and duties of the inspector are set forth at length. Provision is also made for the issuing of regulations under the Act, prosecutions, &c. Inspection under the Act is not to relieve from liability.[5]

Safety in Coal Mines.

The Coal Mines Regulation Act is amended by the addition of a section requiring an inspector, when he has reason to believe that a dangerous condition exists in any mine by reason of the approach of workings to old or abandoned workings, to at once report to the Minister of Mines. On receipt of the report the Chief Inspector is required, under direction of the Minister, to make an examination of the districts affected, and to direct mining operations in the district until the dangerous condition is removed or overcome. Another addition to the Act requires the establishment by colliery owners of such a number of oxygen holders, or other form of rescue devices as may be approved by the Minister of Mines. This apparatus is to be constantly maintained in an efficient and workable condition and to be always available for immediate use. The government is also empowered, by way of supplementing the colliery installation of rescue apparatus, to establish mine rescue stations, which may be further utilized for the purpose of training holders of certificates of competency in the use of mine rescue devices. Colliery owners or managers must retain a number of employés trained in the use of the above mentioned apparatus according to the directions of the Chief Inspector. Such stations are to be available in cases of emergency for the use of trained corps of mine rescuers, doctors, first-aid corps, &c.[6]

[5]British Columbia Statute, 1910, chapter 16.
[6]British Columbia Statute, 1910, chapter 34.

Miscellaneous.

Dominion Government annuities are exempted from seizure and attachment, by special statute couched in the same language as recent enactments in Nova Scotia, Quebec and other provinces.[7]

Amendments to the Timber Marking Act and the Timber Manufacturing Act are made.[8] The Bush Fire Act and the Fire Inquiry Act are also amended, the former in the way of further safeguarding against danger from fires set to clear lands.[9]

A consolidation and amendment of the Liquor Act contains a section under which the holder of a license is answerable for any offense against the Act committed by an employé, servant, agent or workman of the licensee.[10]

The most extended Act of the session was an amended and consolidated Companies' Act which takes up altogether 143 pages of the bound volume of the statutes. This Act has been the subject of wide discussion in view of its provisions with regard to unregistered extra provincial companies, which are penalized to the extent of $50 per day for doing business without a license.[11] The Commercial Travellers' License Act of 1907, however, which required extra-commercial travellers representing firms outside of the province to take out a license is repealed.[12]

The Children's Protection Act is amended by the addition of sections providing for the appointment of one or more superintendents to carry out the provisions of the Act and provides payment for the maintenance of children by parents or guardians who do not reside in the municipality. The sum of $1.50 per week will be paid by the government for the maintenance of children in the Children's Aid Society's Homes where not otherwise provided for. Children's Aid Societies are to make monthly returns. The duties of the superintendent are also re-defined.[13] An Act to provide

[7]British Columbia Statute, 1910, chapter 1.
[8]British Columbia Statute 1910, chapters 48 and 49.
[9]British Columbia Statute, 1910, chapters 19 and 20.
[10]British Columbia Statute, 1910, chapter 30, sec. 95.
[11]British Columbia Statute 1910, chapter 7.
[12]British Columbia Statute, 1910, chapter 6.
[13]British Columbia Statute, 1910, chapter 5.

for the establishment of Juvenile Courts provides for the bringing into force of the Juvenile Delinquents' Act passed by the Dominion Parliament in 1908, in the Province of British Columbia, it being stated under the said Act that it may be enforced in any province or portion of a province by proclamation after the passing of an Act by the legislature.[14]

[14]British Columbia Statute, 1910, chapter 10.

RECENT INDUSTRIAL AGREEMENTS.

Scale of Prices for Printers at Victoria, B.C.

THE Department recently received a copy of the agreement at present in force, dating from June 1, 1910, to May 31, 1913, between the employing printers of Victoria, B.C., in which the following scale of prices is set forth:

Book and Job Work.

SECTION 1. Forty-eight hours shall constitute a week's work: Provided the hours are between 7 a.m. and 6 p.m.: Provided also that men who do not work a whole week shall receive compensation for any extra time they may work during the week. When it is necessary to change the time for starting work from the established practice of the office, 24 hours' notice must be given.

SEC. 2. Foremen of offices employing on an average of not more than two compositors shall receive not less than $28.50 per week. Foremen of offices employing on an everage of more than two compositors shall receive not less than $30.00 per week. Job compositors, $27.00 per week.

SEC. 3. Overtime shall commence from the regular quittting time as fixed by the Chapel, and shall be charged price and a half. Work after 12 (midnight) in job offices by the same staff of men who have worked through the day shall be double price; Provided that a job office may have a double staff of men.

SEC. 4. Work on New Year's Day, Good Friday, Victoria Day, Dominion Day, Labour Day, Thanksgiving Day and Christmas Day shall be charged price and a half. Work done on Sunday in job offices shall be charged double price. When a holiday falls on Sunday, Monday shall be considered the holiday, but the Chapel may arrange with the management to take another day.

SEC. 5. Night forces on book and job work shall receive $5.00 per night of seven and one-half hours; acting foremen not less than $5.50.

SEC. 6. All work in book and job offices to be done as time work.

SEC. 7. Half a day shall be the shortest period for which a member of this Union shall accept pay, less time to be charged half a day.

SEC. 8. Machinists, proofreaders, operators and machinist-operators in job offices to be paid at the same rate as on evening and morning newspapers respectively

Newspapers.

SEC. 1. Seven and one-half hours shall constitute a day's work on morning newspapers. On evening papers a day's work shall consist of eight hours for five days of the week with seven hours on Saturday. One day shall be the shortest period for which a member of this Union shall accept pay, less time to be charged one day.

SEC. 2. Foremen of morning papers shall receive not less than $5.50 per day; foremen of evening papers not less than $5.00 per day; ad. men on morning papers shall receive not less than $5.00 per day; ad. men on evening papers $4.50 per day. Extra or *floor* men shall receive $4.50 per day and $5.00 per night.

SEC. 3. Proofreaders on morning and evening newspapers shall be paid $5.00 per night for night work and $4.50 per day for day work. All work in excess of seven and one-half hours on morning papers and eight hours on evening papers shall be overtime and paid for at the rate of price and a half.

SEC. 4. The interchanging, exchanging, borrowing, lending or buying of matter previously used, either in the form of type or matrices, between newspapers or between job offices, not owned by the same individual, firm or corporation, and published in the same establishment, is unlawful, and shall not be allowed, unless such type or matrices are reproduced.—(Vide I.T.U. law, Sec. 164, p. 74.)

Machine.

SEC. 1. Seven and one-half hours shall constitute a day's work on morning papers. Hours—between 6 p.m. and 6 a.m. On evening papers, eight hours for five days in the week and seven hours on Saturday. Hours between 7 a.m. and 6 p.m.

SEC. 2. Operators on evening papers shall receive not less than $4.50 per day of eight hours for five days in the week and seven hours on Saturday.

SEC. 3. Operators on morning papers shall receive not less than $5.00 per day of seven and one-half hours.

SEC. 4. The pay for machine-tenders shall not be less than $4.75 per day and $5.25 per night.

SEC. 5. Machinist-operators shall receive not less than $5.50 per night and $5.00 per day.

SEC. 6. Work on New Year's Day, Good Friday, Victoria Day, Dominion Day, Labour Day, Thanksgiving Day and Christmas Day shall be charged price and a half. Work done on Sunday shall be charged double price. When a holiday falls on Sunday, Monday shall be considered the holiday, but the Chapel may arrange with the management to take another day.

SEC. 7. Operators working on machines outside the hours specified shall be paid the night rate.

SEC. 8. Nothing in this Scale of Prices shall be construed to prevent superior workmen receiving a higher rate of wages.

Machine Tuition.

SEC. 1. Beginners on Linotype or other typesetting machines shall be active members of this Union, and shall receive the following rates of wages (no beginner to work more than six days nor average less than four days per week), and but one apprentice to be allowed for each five machines or fraction thereof. For the period of one month (four weeks), $9.00 per week; for the second month, $13.50 per week; for the third month, $16.00 per week; for the fourth month, $18.00 per week; for the fifth month, $21.00 per week; for the sixth month, $24.00 per week. The period of apprenticeship shall not exceed six months of full weeks.

SEC. 2. Any member in good standing of this Union is eligible to learn to operate typesetting or casting machines.

SEC. 3. It shall be at the pleasure of this Union to grant an applicant an extension of his apprenticeship upon reference to the Executive Committee, who shall fix time and rate of wages.

SEC. 4. Any member who has become proficient as a machine operator, without having served an apprenticeship thereto, shall not be required to do so.

SEC. 5. An operator shall de deemed competent who can set 4,000 ems of minion per hour.

SEC. 6. An operator on Monoline machines shall be deemed competent who can set 3,000 ems per hour.

Monotype Machines.—Same scale as Linotype shall apply.

Victoria Typographical Union, No. 201, reserves the right to refuse to execute all *struck* work received from, or destined for, unfair employers or publications.

FAIR WAGES SCHEDULE IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF NOVEMBER, 1910.

The following is a list of contracts awarded by the Department of Public Works and the Department of Railways and Canals which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

PUBLIC BUILDING, BATTLEFORD, SASK.

PUBLIC building at Battleford, Sask.; names of contractors, M. A. Piggott & Son, Kenora, Ont.; date of contract, October 29, 1910; amount of contract, $26,735.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Stonecutters	$ .55 per hour.
Bricklayers	.55 "
Masons	.55 "
Carpenters	.35 "
Joiners	.40 "
Stairbuilders	.40 "
Plasterers	.55 "
Lathers	.04 per yard.
Painters and glaziers	.30 per hour.
Plumbers	.40 "
Steamfitters	.40 "
Tinsmiths	.35 "
Metal roofers	.35 "
Structural iron workers	.35 "
Electrical workers	.35 "
Builders' labourers	.22½ "
Common labourers	.20 "
Driver, horse and cart	.35 "
Driver, team and wagon	.50 "

WHARF AT AYLMER, QUE.

Wharf at Aylmer, Que.; names of contractors, T. & J. Moran, Arnprior, Ont.; date of contract, November 4, 1910; amount of contract, $8,974.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$3.50
Masons	3.50
Carpenters	2.50
Painters	2.50
Skilful labourers	2.00
Ordinary labourers	1.75
Driver, 1 horse and cart	2.50
Driver, 2 horses and wagon	4.00

EXTENSION TO PIER AT COLCHESTER, ONT.

Extension to pier at Colchester, Ont.; names of contractors, Michael, Mathew & Patrick O'Leary, Ottawa, Ont.; date of contract, October 29, 1910,; amount of contract, $14,500.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$3.00
Foreman mixing concrete	2.50
Foreman laying concrete	2.50
Foreman stone crusher	2.50
Timekeeper	1.75
Steam derrick engineer	2.50
Steam derrick fireman	1.75
Carpenters	2.25
Blacksmiths	2.25
Blacksmiths' helpers	1.75
Ordinary labourers	1.50
Driver with 1 horse and cart	2.50
Driver, 2 horses and wagon	3.50

PIER, RIVER OUAREAU, QUE.

Concrete ice pier at River Ouareau, Que.; name of contractor, Joseph Renaud St. Paul de Joliette, Que.; date of contract, November 2, 1910; amount of contract, $2,478.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$3.00
Foreman mixing concrete	2.00
Foreman laying concrete	2.25
Foreman stone crusher	2.00
Carpenters	2.50
Blacksmiths	2.50
Blacksmiths' helpers	1.75
Ordinary labourers	1.50
Driver with 1 horse and cart	2.25
Driver, 2 horses and wagon	3.50
Engineman for pile driver	2.00

BREAKWATER, COLPOY'S BAY, WIARTON, ONT.

Extension to breakwater at Colpoy's Bay, Wiarton, Ont.; names of contractors, Kastner & Porter, Wiarton, Ont.; date of contract, November 3, 1910; amount of contract, $13,990.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman carpenter	$ 3.00 per day 10 hours.
Foreman mixing concrete	2.25 " 10 "
Foreman laying concrete	2.25 " 10 "
Foreman stone crusher	2.25 " 10 "
Carpenters	2.50 " 10 "
Blacksmiths	2.50 " 10 "
Blacksmiths' helpers	1.75 " 10 "
Dredge captain	100.00 per mo., b., d. 12 hr.
Dredge engineer	100.00 " 12 "
Dredge fireman	40.00 " 12 "
Cranesman	70.00 " 12 "
Scowmen	35.00 " 12 "
Deckhands	35.00 " 12 "
Cook (male)	75.00 " 12 "
Tug captain	75.00 " 12 "
Tug engineer	65.00 " 12 "
Tug fireman	35.00 " 12 "
Ordinary labourers	1.50 per day 10 hours.
Driver, 1 horse and cart	3.00 " 10 "
Driver, 2 horses and wagon	4.00 " 10 "

ARMOURY, SUMMERSIDE, P.E.I.

Armoury at Summerside, P.E.I.; names of contractors, M. F. Schurman Company, Limited, Summerside, P.E.I.; date of contract, November 5, 1910; amount of contract, $8,000.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Stonecutters	$3.00
Bricklayers	3.00
Masons	2.50
Carpenters	1.75
Joiners	2.00
Plasterers	2.50
Painters and glaziers	1.75
Plumbers	2.00
Steamfitters	2.00
Sheet metal workers	2.00
Electrician	2.00
Builders' labourers	1.50
Ordinary labourers	1.25
Driver, horse and cart	2.50
Driver, 2 horses and wagon	3.50

WHARF, LAKEPORT, ONT.

Wharf at Lakeport, Ont.; name of contractor, S. Cowan, Brockville, Ont.; date of contract, November 7, 1910; amount of contract, $16,430.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$3.00
Carpenters	2.25
Blacksmiths	2.25
Blacksmiths' helpers	1.75
Ordinary labourers	1.50
Driver, 1 horse and cart	2.50
Driver, 2 horses and wagon	3.50

4. The foregoing schedule is intended to include all the classes of labour required for the performance of the work, but if any labour is required which is not provided for by any of the items in the above schedule, the Minister, or other officer authorized by him, whenever and as often as the occasion shall arise, shall have the power to fix the minimum rate of wages payable in respect of any such labour, which minimum rate shall not be less than the rate of wages generally accepted as current in each trade or class of labour for competent workmen in the district where the work is being carried out.

PUBLIC BUILDING, MEGANTIC, QUE.

Public building at Megantic, Que.; names of contractors, Paquet & Godbout, St. Hyacinthe, Que.; date of contract, November 11, 1910; amount of contract, $18,000.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$1.75
Joiners	2.00
Painters	2.00
Plasterers	3.00
Bricklayers	3.50
Masons	3.50
Stonecutters	3.50
Plumbers and steamfitters	2.50
Sheet metal workers	2.25
Builders' labourers	1.50
Common labourers	1.25
Driver with 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

WHARF, ST. ANDREWS, QUE.

Wharf at St. Andrews, Argenteuil, Que.; names of contractors, The Bridge & Wharf Builder Company, Montreal, Que.; date of contract, November 14, 1910; amount of contract, $3,245.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Painters	2.00
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.50
Driver with 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

WHARF EXTENSIONS, SAND POINT, N. B.

Extensions to wharves Nos. 6 and 7 at Sand Point, N.B.; names of contractors, W. E. Scully & J. A. Adams, St. John,

N.B.; date of contract, November 15, 1910; amount of contract, $22,900.

Trade or Class of Labour.	Rate of Wages, Per Day of 9 Hours, Not less than:
Foreman carpenter	No special rate.
Carpenters and joiners	$2.50
Painters	2.50
Builders' labourers	1.80
Ordinary labourers	1.50
Blacksmiths	2.50
Blacksmiths' helpers	1.80
Driver, 1 horse and cart	2.50
Driver, 2 horses and wagon	4.00

4. The foregoing schedule is intended to include all the classes of labour required for the performance of the work, but if any labour is required which is not provided for by any of the items in the above schedule, the Minister, or other officer authorized by him, whenever and as often as the occasion shall arise, shall have the power to fix the minimum rate of wages payable in respect of any such labour, which minimum rate shall not be less than the rate of wages generally accepted as current in each trade or class of labour for competent workmen in the district where the work is being carried ut.

ALTERATIONS, POST OFFICE, GODERICH, ONT.

Alterations to post-office building at Goderich, Ont.; names of contractors, Nagle & Mills, Ingersoll, Ont.; date of contract, November 18, 1910; amount of contract, $7,023.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Stonecutters	$3.00
Bricklayers	2.75
Masons	2.75
Carpenters	2.00
Joiners	2.00
Stairbuilders	2.25
Plasterers	2.75
Lathers	.02½ per yard.
Painters and glaziers	2.00
Plumbers	2.50
Steamfitters	2.50
Sheet metal workers	2.00
Electrical workers	2.25
Builders' labourers	1.75
Ordinary labourers	1.50
Driver with 1 horse and cart	2.25
Driver, 2 horses and wagon	3.50

BREAKWATER, LITTLE RIVER, N.S.

Public breakwater at Little River, N.S.; name of contractor, Leo Melanson, Little Brook, N.S.; date of contract, November 15, 1910; amount of contract, $14,900.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.35
Driver with 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

PUBLIC BUILDING, HARTLAND, N.B.

Public building at Hartland, N.B.; names of contractors, J. W. & C. J. Smalley, River Bank, N.B.; date of contract, November 19, 1910; amount of contract, $16,700.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$1.75
Bricklayers and masons	3.50
Stonecutters	3.50
Painters	2.00
Plasterers	3.00
Plumbers and steamfitters	2.25
Sheet metal workers	2.00
Labourers	1.50
Driver with 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

PUBLIC BUILDING, CAMPBELLTON, N.B.

Restoration of public building at Campbellford, N.B.; name of contractor, James Reid, Sackville, N.B.; date of contract, November 19, 1910; amount of contract, $28,592.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$1.75
Bricklayers	3.50
Masons	3.00
Stonecutters	3.50
Painters	1.75
Plumbers and steamfitters	2.25
Plasterers	3.00
Builders' labourers	1.50
Common labourers	1.35
Driver with 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00
Sheet metal workers	2.00

LABORATORY, OTTAWA, ONT.

Testing laboratory at Ottawa, Ont.; name of contractor, A. Boehmer, Ottawa, Ont.; date of contract, November 23, 1910; amount of contract, $4,000.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute, arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like rights in respect of moneys so owing them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minister of Public Works, and proof thereof satisfactory to the Minister is furnished, the said Minister may pay such claim out of any moneys at any time payable, by His Majesty under said contract and the amounts so paid shall be deemed payments to the Contractor.

ALTERATION OF POST-OFFICE, AYLMER, QUE.

Alteration of post-office at Aylmer, Que.; name of contractor, A. Boehmer, Ottawa, Ont.; date of contract, November 23, 1910; amount of contract, $4,200.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like rights in respect of moneys so owing them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minister of Public Works, and proof thereof satisfactory to the Minister is furnished, the said Minister may pay such claim out of any moneys at any time payable, by His Majesty under said contract and the amounts so paid shall be deemed payments to the Contractor.

WHARF, BIC, QUE.

Wharf at Bic, Que.; name of contractor Théophile Beaumont, St. Thomas, Que.; date of contract, November 24, 1910; amount of contract, $33,810.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.50
Driver with 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

BREAKWATER, BLACK POINT, N.S.

Breakwater at Black Point, N.S.; names of contractors, A. W. Girroir & K. Sweet, Antigonish, N.S.; date of contract, November 26, 1910; amount of contract, $7,166.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.50
Carpenters	2.00
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.35
Driver with 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

ALTERATIONS TO POST-OFFICE, MONCTON, N. B.

Alterations to post-office at Moncton, N.B.; names of contractors, O. J. Durham, & P. N. LeBlanc, Moncton, N.B.; date of contract, November 28, 1910; amount of contract, $5,739.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters (rough)	$1.75
Joiners	2.00
Plasterers	2.50
Bricklayers	3.00
Masons	2.50
Stonecutters	3.00
Plumbers and steamfitters	2.00
Sheet metal workers	2.00
Builders' labourers	1.50
Common labourers	1.35
Driver with 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00
Painters	2.00

Department of Railways and Canals.

BRIDGE OVER SASKATCHEWAN RIVER AT LA PAS.

Erection of substructure of a bridge over the Saskatchewan river, at La Pas, on the line of the Hudson Bay Railway;

date of contract, November 5, 1910; amount of contract, schedule rates.; contractors, Mackenzie, Mann & Company, Limited, of Winnipeg, Man.

CONSTRUCTION OF RAILWAY, LITTLE CURRENT, SUDBURY, ONT.

From Little Current thence crossing the Canadian Pacific Railway, at or near Stanley, and thence to Sudbury; not exceeding 88 miles; date of subsidy agreement, November 5, 1910; amount of subsidy, $3,200 per mile, not exceeding $6,400 per mile; railway company, The Manitoulin & North Shore Railway Company.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours. Not less than:
Stonecutters	$3.00
Masons	3.00
Carpenters	2.25
Quarrymen	1.75
Rock drillers (hand)	1.75
Rock drillers (steam)	2.25
Blasters	2.00
Tracklayers	1.50
Labourers	1.50
Blacksmiths	2.25
Blacksmiths' helpers	1.50
Steam shovel engineers	3.50
" cranemen	3.00
" firemen	1.75
Locomotive engineers	3.00
" brakemen	1.75
" firemen	1.75
Steam derrick engineers	2.50
" firemen	1.75
Driver, 1 horse and cart	3.00
Driver, 2 horses and wagon	4.00

Post Office Department.

During the month of November orders were given by the Post Office Department for the supplies below mentioned, subject to the regulations for the suppression of the *sweating* system and the securing of payment to the working men and working women of fair wages, and the performance of the work under the proper sanitary conditions.

Nature of Orders.	Amount of orders.
Making metal dating stamps and type and making other hand stamps and brass crown seals	$2,528.40
Making and repairing rubber dating stamps and type, also other stamps	104.85
Supplying stamping material and wooden boxes and repairing stamping pads	967.89
Supplying mail bags	11,285.35
Repairing mail bags	1,666.08
Repairing Post Office scales	25.50
Making and repairing mail locks and supplying mail bag fittings	925.45
Supplying street letter boxes and parcel receptacles and repairing portable letter boxes and Railway Mail Clerks' tin travelling boxes	7,810.00
Making and repairing miscellaneous articles of postal stores	51.20
Making and supplying articles of official uniform	1,315.09

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, &c., are published except where otherwise stated, by courtesy of the Department of the Interior, Canada.

DURING the month of October, 1910, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Boards of Trades, was as follows:—

BRITISH EMIGRATION DURING OCTOBER, 1910.

Nationality.	1910	1909
English	8,278	4,876
Welsh	163	95
Scotch	3,027	1,507
Irish	517	368
British Colonial	562	147
Total British subjects	12,547	6,993
Foreign	3,307	2,873
Total	15,854	9,866

During the ten months ended October, 31, 1910, the number of passengers leaving the United Kingdom as above, was:—

BRITISH EMIGRATION, JANUARY-OCTOBER, 1910–1909.

Nationality.	1910	1909
English	100,676	55,327
Welsh	2,065	1,119
Scotch	33,954	17,478
Irish	6,159	3,939
British Colonial	6,575	3,025
Total British subjects	149,249	80,888
Foreign	36,272	24,120
Total	185,701	105,608

The following table gives a detailed return of the total immigration to Canada for the months of April, May, June and July, 1910, compared with the corresponding months of 1909.

TOTAL IMMIGRATION TO CANADA FOR APRIL, MAY, JUNE AND JULY, 1910, COMPARED WITH THAT OF THE CORRESPONDING MONTHS OF 1909

	1909–1910.				1910–1911.				INCREASE.				Percentage Increase.
	Males.	Females.	Children.	Totals.	Males.	Females.	Children.	Totals.	Males	Females.	Children.	Totals.	%
April:													
Via ocean ports	8,057	2,021	1,550	11,628	19,420	4,811	3,588	27,819	11,363	2,790	2,038	16,191	139
From United States	7,642	2,361	2,606	12,609	11,924	3,951	4,488	20,363	4,282	1,590	1,882	7,754	61
Totals	15,699	4,382	4,156	24,237	31,344	8*762	8,076	48,182	15,645	4,380	3,920	23,945	99
May:													
Via ocean ports	10,513	4,283	3,127	17,923	20,857	7,328	5,210	33,395	10,344	3,045	2,083	15,472	86
From United States	7,115	1,925	2,067	11,107	8,508	2,938	2,748	14,194	1,393	1,013	681	3,087	28
Totals	17,628	6,208	5,194	29,030	29,365	10,266	7,958	47,589	11,737	4,058	2,764	18,559	64
June:													
Via ocean ports	6,302	3,030	2,329	11,661	13,424	6,012	4,181	23,617	7,122	2,982	1,852	11,956	103
From United States	5,638	1,828	1,742	9,208	6,275	2,486	2,182	10,943	637	658	440	1,735	19
Totals	11,940	4,858	4,071	20,869	19,699	8,498	6,363	34,560	7,759	3,640	2,292	13,691	66
July:													
Via ocean ports	4,529	2,326	1,915	8,770	8,630	4,363	3,026	16,019	4,101	2,037	1,111	7,249	83
From United States	4,558	1,629	1,156	7,343	5,464	2,046	1,689	9,199	906	417	533	1,856	45
Totals	9,087	3,955	3,071	16,113	14,094	6,409	4,715	25,218	5,007	2,454	1,644	9,105	57
Grand Totals	54,354	19,403	16,492	90,249	94,502	33,935	27,112	155,549	40,148	14,532	10,620	65,300	72

Homestead Entries.

The following statement shows the number of homestead entries made during October, 1910, as compared with October, 1909.

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF OCTOBER, 1910, AS COMPARED WITH OCTOBER, 1909.

AGENCY.	MANITOBA.		SASKATCHEWAN.		ALBERTA.		BRITISH COLUMBIA	
	1910	1909	1910	1909	1910	1909	1910	1909
Battleford			167	126				
Brandon	5	10						
Calgary					292	527		
Dauphin	99	149						
Edmonton					436	337		
Estevan			104	74				
Humboldt			136	118				
Kamloops							16	28
Lethbridge					69	433		
Medicine Hat			73		135			
Moose Jaw			374	928				
New Westminster								
Peace River					4	3		
Prince Albert			139	95				
Regina			46	35				
Red Deer					134	137		
Saskatoon			282	347				
Swift Current			418					
Winnipeg	260	110						
Yorkton			106	93				
Total	364	269	1,845	1,816	1,100	1,437	16	28

Total number of entries for October, 1909..... 3,550
October, 1910..... 3,325

Net decrease for October, 1910..... 225

A statement of the homestead entries made during the first ten months of the calendar year 1910, compared with the same period of 1909, is as follows:—

NUMBER OF HOMESTEAD ENTRIES MADE JANUARY-OCTOBER, 1910 AND 1909.

MONTH.	MANITOBA.		SASKATCHEWAN.		ALBERTA.		BRITISH COLUMBIA	
	1910	1909	1910	1909	1910	1909	1910	1909
January	152	125	976	605	1,558	566	12	12
Februray	161	168	1,069	636	1,007	543	17	17
March	202	219	2,688	1,221	1,901	1,077	28	25
April	324	231	4,240	2,395	2,602	1,934	25	44
May	281	170	3,745	1,611	2,328	1,433	20	29
June	354	268	3,440	2,347	1,985	1,569	23	21
July	307	300	2,576	2,304	1,356	1,617	21	27
August	261	192	1,958	1,418	1,258	1,194	23	28
September	258	187	1,530	1,316	1,077	1,386	16	13
October	364	269	1,845	1,816	1,100	1,437	16	28
November								
December								
Total	2,664	2,129	24,067	15,719	16,190	12,756	201	244

Total number of entries from January 1, 1910..... 43,122
January 1, 1909..... 30,848

Net increase from January 1, to October 31, 1910..... 12,274

The nationalities of homesteaders during October, 1910, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, were as follows:—

NATIONALITIES.	PROVINCES.				
	Manitoba.	Saskatchewan	Alberta.	B. Columbia.	Total.
Canadians from Ontario	15	183	113	1	312
" Quebec	3	35	36	.....	74
" Nova Scotia	1	8	14	.....	23
" New Brunswick	.....	1	3	.....	4
" Prince Edward Island	.....	4	1	.....	5
" Manitoba	63	59	10	.....	132
" Saskatchewan	.....	246	8	.....	254
" Alberta	.....	7	65	.....	72
" British Columbia	.....	3	3	.....	6
Persons who had previous entry	49	31	40	2	122
Newfoundlanders	.....	.....	1	.....	1
Canadians returned from the United States	1	23	13	.....	37
Americans	16	564	379	4	963
English	41	247	197	5	490
Scotch	15	35	39	1	90
Irish	2	20	20	1	43
French	11	24	6	.....	41
Belgians	3	5	3	1	12
Swiss	3	2	3	.....	8
Italians	.....	.....	2	.....	2
Roumanians	.....	7	1	.....	8
Syrians	1	18	.....	.....	19
Germans	19	23	27	.....	69
Austro-Hungarians	77	86	33	.....	196
Hollanders	14	3	6	.....	23
Danes (other than Icelanders)	.....	7	7	.....	14
Icelanders	5	.....	1	.....	6
Swedes	7	44	14	.....	65
Norwegians	2	91	24	.....	117
Russians (other than Mennonites and Doukhobors)	16	64	29	.....	109
Mennonites	.....	.....	.....	.....	.....
Doukhobors	.....	.....	.....	.....	.....
Chinese	.....	.....	.....	.....	.....
Turkey	.....	.....	1	.....	1
Persians	.....	.....	.....	.....	.....
Australians	.....	.....	1	.....	1
New Zealanders	.....	.....	.....	.....	.....
Persians	.....	2	.....	.....	2
Arabian	.....	1	.....	.....	1
Greek	.....	2	.....	.....	2
Chinese	.....	.....	.....	1	1
Total	364	1,845	1,100	16	3,325

Number of souls represented by above entries 7,880.

Of 1,000 homestead entries made during October, 1910, by persons coming from the United States, there were 383 from North Dakota, 153 from Minnesota, fifty-six from Wisconsin, fifty from South Dakota, forty from Iowa, thirty-eight from Washington, thirty-six from Michigan, thirty-two from Illinois and twenty-one from Indiana and Montana.

A statement of letters patent, covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon territory, issued during the month of October, 1910, as compared with October, 1909, is as follows:—

LETTERS PATENT ISSUED DURING OCTOBER, 1910–1909.

Nature of Grant.	October, 1910.	
	No. of Patents.	No. of Acres.
Alberta Railway & Irrigation Company's sales	5	4,425.00
British Columbia homesteads	3	418.40
British Columbia sales	17	375.165
Coal lands' sales	3	639.00
Commutation grants	1	24.15
Homesteads	1,850	292,417.492
Leases	.....	.....
License of Occupation	1	.....
Manitoba Act grants	.....	.....
Military bounty grants	1	163.00
Mining lands' sales	1	18.00
Mineral rights (373.70) acres)	1	.....
North-West half-breed grants	58	10,949.34
Parish sales	.....	.....
Railways:—		
Calgary & Edmonton Railway	5	493.15
Canadian Northern Railway	27	6,174.79
Canadian Pacific Railway Grants	14	820.31
Canadian Pacific Railway Souris Branch	4	510.40
Canadian Pacific Railway roadbed and station grounds	21	724.17
Grand Trunk Pacific Railway	5	44.61
Qu'Appelle Long Lake & Saskatchewan Railway & Steamboat Companies	3	592.32
Sales	45	4,632.03
School lands' sales	37	3,303.65
Special grants	16	755.855
Totals	2,118	327,543.83

In October, 1909, the number of letters patent issued was 2,175, covering an area of 333,786.62 acres, showing a decrease for the month of October, 1910, of fifty-seven in the number of patents issued, and of 6,242.79 acres in the area patented.

Notes.

The Canadian Immigration Guild was organized at Ottawa, Ont., with W. H. Rowley, President, and Miss Wildman, Secretary.

The following statement was made by the Honourable the Minister of the Interior, in the House of Commons, on November 23:—

Under the provisions of the Immigration Act passed by Parliament last session, which allows the admission of an immigrant by special agreement, it was arranged some time during the summer, in view of the fact that there was a general demand for labour and that labour conditions were buoyant, that in the case of men coming to assured employment, if notice was given to the officers of the department on the other side of the water, they should issue a permission to enable the immigrant to land on this side, coming, as I say, to assured employment, even though he had not the money qualifications. It has not been considered desirable that this arrangement should be continued during the winter months. But that arrangement is still in force, and will be in force until the tenth of December.

THE WORK OF THE DEPARTMENT OF LABOUR.

THE tenth annual report of the Department of Labour, describing the work of the Department during the fiscal year ended March 31, 1910, was published in November, and is now available for distribution.

The work of the Department is classified under the following headings: (1) The *Labour Gazette*. (2) The Industrial Disputes Investigation Act. (3) The Combines Investigation Act. (4) Royal Commission of Inquiry on Industrial Training and Technical Education. (5) Inquiry into Wholesale Prices, 1890–1909. (6) Special Inquiries. (7) Hours of Labour on Public Works. (8) Fair Wages on public contract work. (9) Strikes and Lockouts in Canada during

1909, with comparative statistics for the years 1901 to 1909 inclusive. (10) Industrial accidents in Canada during 1909, with comparative statistics for the years 1904, 1905, 1906, 1907 and 1908. (11) The Library of the Department. (12) The circulation of the *Labour Gazette*. (13) The distribution of the *Labour Gazette* and other publications. (14) Inquiries, correspondence and other departmental work. The volume also contains an Appendix giving the proceedings of the twenty-two Boards established under the Industrial Disputes Investigation Act, 1907, which were in existence during the fiscal year; also the text of the Industrial Disputes Investigation Act, 1907, as amended, and of the Combines Investigation Act.

The Labour Gazette.

In the chapter relating to the *Labour Gazette* an account is given of the general articles which appeared in it, with a brief description of the special articles which were published during the year. Mention is made of the commencement of the publication of monthly tables of retail prices of staple articles of consumption, and of special articles on Industrial Disturbances in the Coal Fields of Nova Scotia, Special Investigation into Wholesale Prices in Canada during the past twenty years, the Combines Investigation Act, Commission of Inquiry *re* Technical Education, as well as many others.

The Industrial Disputes Investigation Act.

In the chapter on the Industrial Disputes Investigation Act, it is stated that up to the end of the fiscal year the total number of references under the Act, since its enactment had reached a total of eighty-two. Reference is made to the interest shown in the Act abroad, similar measures having been introduced in Massachusetts, and Wisconsin, with prospects of other similar ones being introduced in the States of California, Ohio and Illinois, provided their constitutionality is established. An Industrial Disputes Act, closely based on the Canadian law has also been passed in the Transvaal. A brief account is given of the amendments to the Act passed at the last session of Parliament, and a table is published showing the proceedings under the Act since its inception.

The Combines Investigation Act.

An account is given of the nature and objects of the Combines Investigation Act, which was passed at the last session of Parliament, and of the methods of procedure under it.

Royal Commission of Inquiry on Industrial Training and Technical Education.

Reference is made to the events leading to the appointment of a Royal Commission of Inquiry on Industrial Training and Technical Education, and the correspondence with the provincial premiers on the subject is given. The scope of the Commission and the names of the members of it are also mentioned.

Special Report on Wholesale Prices, 1890-1909.

A summary is given of a Special Report issued by the Department on wholesale prices from 1890 to 1909. A series of charts reprinted from this report shows the variations in prices of the principal commodities in Canada from year to year during the last two decades.

Special Inquiries.

The Report contains an account of four special inquiries that were made by the Department during the year, on the following subjects: Industrial conditions in the coal fields of Nova Scotia, strike of freight handlers at Fort William, rates of wages paid workmen on a section of the Grand Trunk Pacific Railway under construction in British Columbia, a dispute among the fishing population at Gaspé.

Hours of Labour on Public Works.

A brief summary is given of a debate in the House of Commons on a Bill respecting the Hours of Labour on Public Works, which was introduced by Mr. Verville,

M.P. It is stated that the Bill was referred to a special committee, which held sittings from January until May, and received valuable evidence bearing on the subject from a large number of persons. The evidence, together with the proceedings of the committee is to be published as an Appendix to the Journals of the House of Commons for 1909–1910.

Fair Wages on Public Contract Work.

During the past fiscal year, it is stated that 148 fair wages schedules were prepared by the Department of Labour for various Departments of the Government for insertion in their contracts. From July, 1900, to March, 1910, there have been prepared 1,625 fair wages schedules, of which almost one-half were for the Department of Railways and Canals. During the same period, the value of supplies furnished to the Post Office Department under Fair Wages conditions amounted to $140,257.51. In the course of the year, twenty-three complaints from different sources arising out of alleged non-compliance with conditions inserted in public contracts were investigated by the Fair Wages Officers of the Department.

Strikes and Lockouts.

It is stated in the Report that during the calendar year 1909, the number of strikes and lockouts in Canada was sixty-nine, the same number as in the previous year. The total number of employés involved in trade disputes which began in 1909, was approximately 17,302, compared with 26,250 in 1908. The loss of time to employés through trade disputes was approximately 872,000 working days in 1909. The Report contains a classified table of trade disputes in existence in Canada during 1909, showing for each dispute the occupation of the employés, the place at which it occurred, the alleged cause or object, method of settlement, result, dates of beginning and ending, number of establishments and employés affected, and the approximate loss of time in working days.

Industrial Accidents.

The statistics of industrial accidents contained in the Report show that during 1909 there were 1,279 fatal and 2,718 non-fatal accidents reported to the Department, being an increase of seven fatal and 441 serious non-fatal injuries reported for the previous year. There were 283 fatalities among men engaged in the railway service, 256 among persons engaged in agriculture, and 160 among miners.

Other Departmental Work.

As in previous reports, a catalogue is given of reports and other documents added to the library of the Department during the fiscal year.

The total circulation of the *Labour Gazette* at the close of the fiscal year is stated to have been 14,204 copies, compared with 13,810 copies in the previous year. During the year there was a total distribution of 162,996 individual copies of the *Labour Gazette*. The total number of publications, letters, &c., mailed from the distribution branch was 183,479.

INTERVIEW OF DELEGATION REPRESENTING TRADES AND LABOUR CONGRESS OF CANADA WITH THE DOMINION GOVERNMENT.

ON November 4, a delegation representing the Trades and Labour Congress of Canada was accorded an interview with the Right Honourable Sir Wilfrid Laurier, Prime Minister of Canada, and the Honourable Mackenzie King, Minister of Labour.

The deputation was accompanied by Mr. Alphonse Verville, M.P., who, in introducing the members, referred to the growth of the Congress during the past year, some 15,000 members having been added during that period.

The interview was for the purpose of submitting certain resolutions passed at the recent annual convention of the Con-

gress, as in accordance with the following statement:—

1. Mr. Powersland presented a resolution asking that railway companies be required to provide proper sheds for carmen, who have at present to work out of doors in all kinds of weather.

2. Messrs. Alexander McMordie and Guy, presented a resoltuion embodying a request of the letter carriers for an eight-hour day, double pay for Sunday labour, an improved uniform, and a Superannuation Act providing for retirement at fifty-five years of age, or on completion of twenty-five years' service.

3. Mr. Nicholas Quesnel presented a petition for an increase in the wages of mechanics in the metal trades employed in the Government yards at Sorel, Que.

4. Mr. Calvin Lawrence persented a resolution asking that a law be enacted requiring proper inspection of locomotive steam boilers. Bi-monthly payment of wages was also recommended.

5. Mr. William Glockling presented a resolution expressing opposition to compulsory arbitration as a means of settling labour disputes.

6. Mr. J. G. O'Donoghue spoke on behalf of a resoltuion favouring old-age pensions, the appointment of additional Fair Wage Officers, the amendment of the Fair Wage schedule conditions, and the enforcement of just regulations with regard to immigrants.

7. Mr. Frederick Roberts presented a resolution opposing military displays on Labour Day.

8. The enactment of Federal legislation with regard to co-operation was advocated by Mr. Francq, while Mr. P. M. Draper spoke on behalf of the Congress, in favour of legislation limiting the hours of labour on public works to eight per day, and favouring the withdrawal of dirty bank notes.

In reply to the representations made by the delegation, the Honourable Mr. King, Minister of Labour, spoke, at the request of the Prime Minister, on behalf of the Government. The Minister in opening, expressed his thanks for the opportunity thus afforded the Government of becoming fully apprised of the wishes of the members of the Congress, and spoke briefly of legislation enacted by the Government. In referring to the request of the carmen, the Minister pointed out the heavy loss sustained by the nation through industrial accidents, the Department's investigation in the matter having shown that between 1,300 and 1,400 workmen are killed each year in Canada, through accidents arising in the course of their employment. Emphasis was laid on the need of careful investigation of conditions affecting industry and labour. In the matter of the requests of the letter carriers and of the employés of Sorel, as well as the representations with regard to military displays on Labour Day, the Minister undertook to bring the same to the attention of the Ministers of the Government immediately concerned. The Minister also discussed at some length the Eight Hour Day Bill introduced during the session of Parliament of 1909, referring in this connection to the information which the Special Committee had gathered, and the new light shed thereby on the condition dealt with by the Bill. Considerations to be taken into account in dealing with matters of this kind were, he stated, first, the fact that the Government is the trustee of all the people; and, secondly, that the Government should be a model employer. Somewhere between these two considerations it should be possible to work out a satisfactory result as to hours of labour. On the point of compulsory arbitration, the Minister dwelt upon the losses and inconvenience arising from a strike like that on the Grand Trunk Railway system during the past summer, expressing the view that the Industrial Disputes Act had worked well, and that the repetition of a struggle like the above was unlikely. Such a strike, he believed would only help to demonstrate the folly of industrial warfare and the elements of justice in the Industrial Disputes Investigation Act. The efficacy of the Act in disposing of disputes in connection with street railways was also pointed out. The other points brought up by the deputation were promised careful consideration.

ROYAL COMMISSION ON INDUSTRIAL TRAINING AND TECHNICAL EDUCATION. PROCEEDINGS DURING NOVEMBER, 1910.

THE Royal Commission on Industrial Training and Technical Education devoted the most of the month of November to an extended tour of Western Ontario, the Northwest Provinces and British Columbia, completing the same at Victoria, B.C., on December 3. The localities visited included Port Arthur, Fort William, Winnipeg, Portage la Prairie, Brandon, Moose Jaw, Regina, Saskatoon, Prince Albert, Edmonton, Strathcona, Calgary, Lethbridge, Medicine Hat, Vancouver , New Westminster Nanaimo and Victoria. A section of the Commission also visited Fernie, Nelson and Vernon, B.C. Several large industrial and educational institutions were visited, addresses being delivered to the latter by the Chairman of the Commission. In every locality the Commission met with the hearty co-operation of the municipal authorities, Board of Trade and educational leaders. The Commissioners especially enjoyed the pleasure of visiting the provincial universities of Saskatchewan and Alberta now in the course of erection at Saskatoon and Strathcona, respectively, as well as certain technical schools at Winnipeg and night schools at Vancouver, which are now in active operation.

ASSEMBLING OF PARLIAMENT OF CANADA.—REVIEW OF PROCEEDINGS AFFECTING LABOUR DURING NOVEMBER, 1910.

THE third session of the eleventh Parliament of the Dominion of Canada was opened at Ottawa, Ont., on November 17, 1910. Reference was made in the Speech from the Throne to the growing prosperity of the Dominion as evidenced by increasing exports and imports and by the crop returns; to the marked progress made in the construction of the National Transcontinental Railway and the construction of a line of railway to Hudson Bay; to the favourable decision of the Hague tribunal affecting the Canadian fisheries; to the progress made in connection with the construction of the Quebec bridge; to the arrangement of friendly trade relations with Italy, Belgium and the Netherlands; and to the forthcoming report of the West Indies Trade Commission. The introduction was promised of Bills respecting terminal elevators at the head of Lake Superior and "with regard to the investigation and betterment of industrial and labour conditions."

Prior to the close of the month two important measures designed for the betterment of social and labour conditions were introduced by the Honourable the Minister of Labour, namely: An Act "to prohibit the importation, manufacture, sale, or use of opium for other than scientific or medicinal purposes," which received its first reading on November 30, and an "Act to prohibit the manufacture and importation of matches made with white phosphorus," which was read for the first time on November 24.

In introducing the latter of these measures the Honourable Mr. King, Minister of Labour, spoke as follows:—

"It was found that the manufacture of opium was making considerable headway in the Pacific Provinces, but the law we then passed had the effect of putting a stop to its manufacture and also largely to its importation. There is reason to believe, however, that a good deal is being smuggled, and, under the existing legislation, it is difficult to obtain a conviction. The Bill I am introducing is an endeavour to make good any deficiency in the existing legislation by giving summary power to search, seize and confiscate all opium in the possession of anybody, and by throwing the onus on any one having opium in his possession, to show that it is held for scientific or medicinal purposes. The Act of 1908 contains no provision with regard to the smuggling of opium but

this Bill remedies that defect, and by it we hope to eradicate an evil imported from the Orient, and prevent its obtaining a foothold in this country."

In introducing the Act prohibiting the manufacture and importation of matches made with white phosphorus the Minister spoke as follows:—

"It has been found from experience that evils of a serious nature arise from the use of matches made with white phosphorus. Various countries of Europe have taken active measures to prohibit the manufacture of matches made with phosphorus, and suitable substitutes have been found for that ingredient. Several European countries have already enacted a measure of this kind. The Bill which I now introduce is similar to a measure passed by the British Parliament in December, 1908.

Another measure of importance to labour was an Act "respecting the hours of labour on Public Works," introduced by Mr. Alphonse Verville, M.P., on November 23.

An extended notice of the provisions of the above Acts and of the objects aimed at, as well as the circumstances suggesting the legislation, will be published in the *Labour Gazette* on the occasion of the second reading of the Acts in question.

On November 21, the Minister of Labour presented to the House of Commons the Annual Report of the Department of Labour for the year ending March 31, 1910.

Bill No. 11, respecting co-operative credit societies was introduced in the House of Commons by Mr. F. D. Monk (Jacques Cartier) on November 24.

RECENT ORDERS OF THE BOARD OF RAILWAY COMMISSIONERS, CANADA, FOR THE PROTECTION OF EMPLOYÉS.

DURING November, 1910, certain important questions appertaining to the protection of railway employés, which have been before the Board of Railway Commissioners for consideration, in some cases at the instance of the employés, have been made the subject of official orders.

Protection of Trainmen.

In the matter of the application of the Trainmen's Association of Canada, for a revision of Order No. 5888, dated December 16, 1908, making provision for the protection of railway employés, the Board has under date of November 9, 1910, ordered as follows:—

1. Whereas subsection 3 of section 264 of the Railway Act provides that:—

"There shall also be such a number "of cars in every train equipped with "power or train brakes that the engineer "of the locomotive drawing such train "can control its speed, or bring the "train to a stop in the quickest and best "manner possible, without requiring "brakemen to use the common hand "brake for the purpose."

Therefore at least eighty-five per cent (85%) of the number of cars in every train shall be equipped as above required.

2. When more than one engine is attached to a train, the engineer of the leading engine shall operate the brakes.

3. Every road locomotive engine shall be equipped with a step or steps and handholds on both sides of and at or near the rear ends of tenders; foot-rests shall be provided on the pilot of every such engine, sufficiently wide for a man to stand on; every switching or yard engine shall be equipped with foot-boards and head-lights on the front and rear ends of the engine and tender,—such foot-boards to be not less than 10 inches wide; the back of such foot-boards shall be protected by a board not less than 4 inches high, and if cut in the centre, the inner ends shall be protected in like manner.

4. No light engine shall be run against the current of traffic a greater distance than 25 miles in any one direction without a conductor in addition to the engineer and fireman.

5. No railway company shall permit

any employé to engage in the operation of trains, or handle train orders, without first requiring such employé to pass an examination on train rules and undergo a satisfactory eye and ear test by a competent examiner.

6. (a) Locomotive engineers must be at least twenty-one years of age; undergo a satisfactory eye and ear test by a competent examiner; and pass an examination on train rules and regulations and the proper care and operation of locomotives and air brakes.

(b) Conductors must be at least twenty-one years of age; undergo a satisfactory eye and ear test; and pass an examination on train rules and regulations and the operation of air brakes.

(c) Telegraph or telephone operators engaging in the operation of trains or handling train orders must be at least eighteen years of age; write a legible hand; and pass an examination on train rules and regulations. Telegraph operators must be able to send and receive messages at the rate of not less than twenty words a minute.

(d) Train despatchers must be at least twenty-one years of age; be familiar with the line over which they have charge, and pass an examination on train rules and regulations.

(e) Railway companies shall (within ninety days from the date of this Order) file with the Board a copy of each examination paper for the examinations herein required to be passed by the employés of such railway company.

7. All railway companies shall strictly conform to the rules and regulations from time to time approved by the Master Car Builders' Association, governing the loading of lumber, logs, and stone upon open cars, and carrying of structural material, plates, rails, and girders; and no material of any kind shall be carried upon the roofs of cars.

8. (a) All open drains crossing tracks in railway yards shall be safely covered for at least 5 feet from the gauge side of each rail, except in times of flood, when temporary open drains may be provided, if necessary.

(b) No semaphores, signals, poles, high or intermediate switchstands, or piles of material, erected or placed in future, shall be nearer than 6 feet from the guage side of the nearest rail.

(c) No structure over 4 feet high shall hereafter be placed within 6 feet from the guage side of the nearest rail without first obtaining the approval of the Board.

(d) Where semaphores, signals, poles, high or intermediate switchstands, or piles of material are nearer than 6 feet from the gauge side of the nearest rail, the same shall be dealt with as follows:—

(1) Semaphores, signals, poles, or high or intermediate switchstands shall, within two years from this date, be either removed or changes made so that the same shall not be nearer than the said 6 feet; or high and intermediate switchstands shall be changed to low or dwarf signals or switchstands.

(2) Piles of material shall, within six months, be removed to a greater distance than the said 6 feet.

(e) Water stand-pipes shall not be nearer than 2 feet and 6 inches from the widest engine cab and the spout of the stand-pipe shall, when not in use, be fastened parallel with main track, and enginemen are required to see that this is done after using any such pipe.

9. The above mentioned Order No. 5888 is hereby repealed.

10. Every person or company offending against any of the foregoing provisions shall forfeit and pay the sum of fifty dollars ($50.00) for every such offence.

Equipment of Locomotives.

In the matter of the resolutions passed by the Dominion Legislative Board of the Brotherhood of Locomotive Engineers at a sittings held in Ottawa, March 29, April 2, 1910, a copy of which was published in the *Labour Gazette* for September, the Board has received report and recommendations from its Operating Officers, and has discussed the matter in the presence of Counsel for the Grand Trunk Railway Company, the Canadian Pacific Railway Company, the Michigan Central Railway Company, and the Canadian Northern Railway Company, the International Brotherhood of Locomotive

Engineers being represented at the hearing. It is now announced that the requests contained in the said resolutions are refused, with the exceptions following, namely:—

(a) That railway companies subject to the jurisdiction of the Board be, and they are hereby required to equip their locomotives with air bell ringers; such equipment to be installed withing 6 months from the date of this Order.

(b) That the consideration of the question of the removal of snow-cleaning devices from locomotives stand pending the receipt by the Board of additional information upon the subject, such information to be furnished by and on behalf of the Applicants.

Equipment of cars with Emergency Tools.

In the matter of the equipment of cars with emergency tools, the Board issued the following order under date of November 3, 1910, on the report and recommendation of its operating officers:

1. That every railway company subject to the legislative authority of the Parliament of Canada, operating a railway by steam power, shall cause its sleeping, dining, baggage, mail, and express cars and coaches used in passenger service on its railway, to be equipped with emergency tools consisting of a sledge, axe, and saw; said tools to be kept in a conspicuous place in every such car, so as to be easy and ready of access in case of need; and said cars to be so equipped on or before April 1, 1911.

2. That every such railway company be liable to a penalty of a sum not exceeding $25.00 for every failure to comply with the foregoing regulation within the time for its coming into force and thereafter.

TRADE DISPUTES DURING THE MONTH OF NOVEMBER, 1910.

THERE were few trade disputes in Canada during the month of November, the only ones of any importance being a strike of coal miners at Springhill, N.S., which had been in existence since August, 1909, and a general strike of plumbers at Montreal, which began in September.

Analysis of Trade Disputes during the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during November was seven, the same number as in October, but two less than in November, 1909. About 117 firms and 1,149 employés were involved in these disputes, three firms and 185 employés being involved in new disputes.

Loss of time in working days.—The loss of time to employés through trade disputes during November was approximately 34,550 days, compared with 39,800 days in October and 95,975 days in November, 1909.

Trades affected by new disputes.—One new dispute involving twenty employés occurred in the building trades, and two involving 165 employés occurred in the metal trades.

Localities affected by new disputes.—Two new disputes took place in the Province of Nova Scotia, and one in the Province of Saskatchewan.

Causes of disputes.—The cause of one dispute was a demand for an increase in wages and monthly payments, another dispute was caused by a reduction in wages, and the third by a readjustment of piece-work prices.

Methods of settlement.—Three out of the seven disputes in existence were terminated during the month, two by negotiations between the parties concerned, and one by the resumption of work without negotiations.

Results of disputes.—Two of the disputes resulted in favour of the employers and one in favour of the employés.

Disputes which Commenced Prior to the Beginning of the Month.

The disputes in existence during November, which began in previous months comprised strikes of coal miners at

Springhill, N.S., plumbers at Montreal, Que., and Ottawa, Ont., and plasterers at Edmonton, Alta.

The strike in the mines of the Cumberland Railway & Coal Company to recognize the United Workers of America, to grant an increase in wages, and to make certain changes in the conditions of labour, continued throughout the month of November. The Company continued, however, the operation of its mines, with a daily output of 550 tons.

It was stated in the press that on November 30 an announcement was made by Mr. J. H. Plummer, of the Dominion Steel Corporation, in the following terms:—

"It has been arranged that a controlling interest in the stock of the Cumberland Coal and Railway Company will at once be transferred to the leading directors of the Dominion Steel Corporation. There will be for the present no change in the local management. The general policy to be pursued will be that in force in the Dominion Coal Company."

Strike of Plumbers at Montreal, Que., and Ottawa, Ont.

No settlement was reported in the case of a strike of plumbers at Montreal, Que., and Ottawa, Ont., which began on September 17, on account of the refusal of the employers to sign an agreement providing for an eight-hour day and an increase in wages. About 100 firms and 325 employés were affected by the dispute in Montreal, and one firm and thirty-one employés in Ottawa. The men on strike in Ottawa had been brought from Montreal and had been working under Montreal conditions, for a firm from there.

Strike of Plasterers at Edmonton, Alta.

On October 17, a strike of plasterers took place at Edmonton, Alta., on account of the refusal of the Builders' Exchange to sign an agreement with the Plasterers' Union, providing for a minimum rate of wages of 70 cents per hour. About twelve firms and fifty employés were involved in the dispute. About twenty-five carpenters were also indirectly affected, but they obtained work with other firms immediately. On November 19, the plasterers resumed work under the old conditions, but it was stated that the Union had agreed to demand a rate of 65 cents an hour.

New Disputes.

The new disputes of the month comprised strikes of car builders at Amherst, N.S., carpenters at Saskatoon, Sask., and ship carpenters at Lunenburg, N.S.

Strike of Car Builders at Amherst, N.S.

On November 9, a strike of about 138 employés of the Canadian Car & Foundry Company, Limited, took place at Amherst, N.S. The dispute arose from a readjustment of piece work prices, which the men in the freight car erecting shop thought involved a cut in wages. It was stated by the Company that several days after the men had gone out, a committee of three employés waited on the management, and found that the readjustment would not cause a loss in wages. Work was accordingly resumed on November 17.

Strike of Carpenters at Saskatoon, Sask.

On November 22, a strike of twenty carpenters was reported to have taken place at Saskatoon, Sask., on account of a reduction in their wages from 45 to 40 cents per hour. No settlement of the dispute was reported during the month, but the men involved secured employment from other firms.

Strike of Ship Carpenters at Lunenburg, N. S.

On November 21, twenty-seven ship-carpenters employed by Messrs. Smith and Rhuland at Lunenburg, N.S., went o strike, demanding an increase in wages of two cents per hour on new work and 20 cents per hour on old work, and monthly payment of wages. The work is all by hand, and the rate of pay was $1.50 per day. After the men had been

TABLE OF TRADE DISPUTES DURING THE MONTH OF NOVEMBER.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES C., No. 122.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employés affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly	Indirectly	Males	Females	Males	Females			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Mining—											
Coal miners	Springhill, N.S.	For recognition of Union and increase in wages, and against conditions of employment	1		900				Aug. 11'9		No settlement reported, but places of many strikers were filled.
Building trades—											
Plumbers	Montreal, Que.	For increase in wages	100		325				Sept. 17		No settlement reported at end of month.
"	Ottawa, Ont.	For increase in wages	1		31				" 18		No settlement reported at end of month.
Plasterers	Edmonton, Alta.	For increase in wages	12		50				Oct. 17	Nov. 19	Work resumed under old conditions. Plasterers' Union drew up new agreement to be presented to employers.
DISPUTES WHICH BEGAN DURING THE MONTH.											
Building trades—											
Carpenters	Saskatoon, Sask.	Against reduction in wages from 45 to 40 cents an hour	1		20				Nov. 22		No settlement reported, but men secured work with other firms.
Metal trades—											
Car builders	Amherst, N.S.	Readjustment of piece work prices, which strikers thought involved a cut in wages	1		138				" 8	Nov. 17	Work resumed on employers' terms when strikers found readjustment involved no loss.
Ship carpenters	Lunenburg, N.S.	For increase in wages and monthly payment of wages	1		27				" 21	" 25	Increase in wages granted, and wages to be paid monthly as soon as circumstances warrant it.

* Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, of both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention moreover, is not made of disputes involving less than six employés, or of less duration than 24 hours.

out for sixty hours they returned to work, the increase in wages having been granted. There was also an understanding that wages would be paid monthly as soon as circumstances would warrant it.

The table which is published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of November, and which have been reported to the Department.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF NOVEMBER, 1910.

Under this heading, account is taken of such accidents only as were sustained by workmen in the course of their employment, and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country to correspondents of the *Labour Gazette*. The Department is also indebted to the Bureau of Mines of Ontario, and British Columbia, to the office of the factories' inspector of the Province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, for their assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 407 individual work people in Canada during the month of November, 1910, were reported to the Department of Labour. Of these, 140 were fatal, and 267 resulted in serious injuries. In addition, four fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before November, 1910.

In the preceding month there were 115 fatal, and 275 non-fatal accidents reported, a total of 390, and in November, 1909, there were 143 fatal and 279 non-fatal accidents, a total of 422. The number of fatal accidents reported in November, 1910, is therefore, twenty-five more than in the preceding month, and three less than in November, 1909. The number of non-fatal accidents reported in November, 1910, was eight less than in the preceding month, and four less than in November 1909. Altogether there were 17 more industrial accidents reported in November 1910 than in the preceding month and fifteen less than in the same month of the preceding year.

Of 200 returns received during the month giving the ages of the victims of industrial accidents, seventeen referred to persons under twenty-one years of age, sixty-five to persons between twenty-one and forty-five, and twelve to persons over forty-five. One hundred and six persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month, by industries and trades:—

STATEMENT OF ACCIDENTS DURING NOVEMBER, 1910, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed.	Injured.	Total
Agriculture	21	35	56
Fishing and hunting	8	1	9
Lumbering	6	6	12
Mining	16	23	39
Building trades	12	24	36
Metal trades	7	38	45
Woodworking trades	1	16	17
Printing trades	.....	2	2
Clothing trades	1	3	4
Textile trades	1	2	3
Food and tobacco preparat'n	3	8	11
Railway service	23	26	49
Navigation	12	6	18
General transport	3	20	23
Public employés	7	20	26
Miscellaneous	6	14	20
Unskilled labour	13	23	36
Total	140	267	406

Nature of Fatalities and Accidents.

The disasters of the month involving more than one fatality were: The death of three workmen by the collapse of a scaffold at Weston, Ont.; the drowning of two lumbermen near Port Greville, N.S., by the capsizing of their boat; the killing of two farmers at Belair Station, Que., by being run over by a railway train; the burning to death of two railway construction hands in a box-car at Tait, Sask.; and the drowning of two miners while crossing Lake Temiscaming, Ont., in a boat.

Collapse of Scaffold at Weston, Ont.

On November 3, while three men were working on the inside of the water works stand-pipe at Weston, Ont., the scaffolding gave way, precipitating them to the cement floor, 80 feet below, killing them instantly. An inquest was held on November 4, and on November 11, after the evidence had been heard, the coroner's jury rendered the following verdict:

"That Lewis Smith came to his death on the morning of the third of November, at Weston, through injuries received through the giving away of a scaffold on the stand-pipe being erected by the Toronto Iron Works, the accident being caused by a defective ledger; that J. D. McVey, the foreman, was responsible for using the lumber; that in the opinion of the jury brackets should have been used under the cantilever end of the platform, and that tiers should have been left under the platform upon which the men were working."

Level Crossing Fatality at Belair Station, Que.

While driving across the track of the National Transcontinental Railway, at Belair Station, Que., on November 9, two farmers were struck by a locomotive on construction work, and both killed.

Drowning of two Lumbermen near Port Greville, N.S.

On November 7, a boat containing two lumbermen towing a raft of piling from Fraserville to Port Greville, N.S., foundered near the latter point, and the two occupants were drowned.

Fatality at Tait, Sask.

On November 17, two railway employés were burned to death in the railway depot, at Tait, Sask.

Drowning of two Miners in Lake Temiscaming, Ont.

On November 22, two miners while crossing Lake Temiscaming, Ont., in a boat while on a prospecting tour, were upset and drowned.

Records by Trades and Industries.

Agriculture.—During November, 1910, there were twenty-one fatal and thirty-five non-fatal accidents in this industry, compared with nineteen killed and thirty-seven injured in October, 1910, and nineteen killed and thirty-two injured in November, 1909. Six of the fatalities were caused by the victims being run over, four each by falls and by falling material, two respectively by runaways, by live stock and by being burnt to death, and one to being caught between cars. Twelve of the non-fatal accidents were caused by live stock, nine by falls, five by machinery, four by falling material, three by tools and one each by burns and by a runaway.

Fishing and hunting.—During November, 1910, there were eight deaths caused by accidents and one injury, as against four fatalities in the previous month, and two fatalities in November, a year ago. Three of the deaths were due to drowning, two respectively to exposure and to gunshot wounds, and one to falling material. The minor accident was due to a fall.

Lumbering.—In this group six workers were killed during November last and six injured, compared with eight killed and nine injured in October last, and thirteen killed and eighteen injured in November, 1909. Of the fatalities, two were caused by falling material, two by drowning, and one each by the explosion of a boiler and by machinery. Of the non-fatal acci-

dents three were caused by the explosion of a boiler, and one respectively by flying material, by falling material and by a tool.

Mining.

Sixteen mine workers were killed and twenty-three injured during November, 1910, as against ten killed and nineteen injured in the preceding month, and three killed and twenty-three injured in November, 1909. Five of the accidental deaths were due to being run over, four to drowning, three to explosions, two to falling material, and one each to electricity and to asphyxiation. Fourten of the injuries were due to falling material, four to explosions, three to flying material and one each to machinery and to mine cars.

Building trades.—In these trades there occurred during November, 1910, twelve accidental deaths and twenty-four injuries, compared with six killed and thirty one injured the month before, and five killed and twenty-five injured in November, 1909. Falls contributed seven, falling material three, flying material and a runaway one each, to the roll of fatalities, and of the non-fatal accidents, fifteen were caused by falls, four by falling material, two by electricity and one each by machinery, by being run over and by an elevator.

Metal, engineering and shipbuilding trades.—Seven deaths by accident and thirty-eight injuries happened during November, 1910, compared with six killed and fifty-four injured in October previous, and nine killed and fifty-three injured in November a year ago. Two each of the fatalities were due to falls and to falling material, and one each to electricity, to flying material and to being run over. Fifteen of the injuries were due to falling material, seven to falls, five respectively to explosions and to machinery, four to flying material and two to molten metal.

Woodworking trades.—During November last, flying material killed one worker and sixteen others were injured, twelve through machinery, two through falling material, and one each through an explosion and through an elevator. In the preceding month, twenty-five workers were injured, and in Novemebr, 1909, eight workmen were injured.

Printing trades.—During November, machinery injured two workmen; this was also the record in October last; in November, 1909, five workers were injured.

Clothing trades.—A fall caused one accidental death in this group; there were three injuries, two caused by falls and one by machinery. There were no accidents in the previous month; one worker was injured in November, 1909.

Textile trades.—Falling material caused one death, and two other workers were injured, one by a fall and one by machinery. There were four injuries in October last, and two killed and five injured in November of last year.

Food and tobacco preparation.—The record for November, 1910, was three killed and eight injured; for October, 1910, two killed and five injured, and for November, 1909, one killed and ten injured. Falls caused two of the fatalities, and flying material the other. Three workmen were injured by falls, two by being scalded, and one each by an elevator, by a runaway and by an explosion.

Railway service.—There were twenty-three of these employés killed and twenty-six injured during November last, compared with twenty killed and twenty-six injured in the preceding month, and forty-six killed and thirty-eight injured in

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F, No. 87.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF NOVEMBER, 1910.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Agriculture—				
Farmer	Lower Windsor, N.B.	Nov. 4	1	By fall in house.
"	Tecumseh, Ont.	" 3	1	Fell from wagon.
"	Belle Plaine, Sask.	" 5	1	In a runaway.
"	Sexsmith, B.C.	" 6	1	Run over by train.
"	Red Deer, Alta.	" 7	1	Run over by wagon.
"	St. Thomas, Ont.	" 10	1	In a runaway.
"	Brampton, Ont.	" 10	1	By fall in barn.
"	Belair Station, Que.	" 10	2	Run over by train.
"	Eden Mills, Ont.	" 11	1	By falling beam.
"	St. Jean Deschaillow, Que.	" 25	1	Kicked by a horse.
"	Raleigh Township, Ont.	" 18	1	Traction engine fell on him.
"	East Angus, Que.	" 23	1	By cave-in of earth.
"	St. Hyacinthe, Que.	" 21	1	Run over by train.
"	Hartland, N.B.	" 2	1	Fell down cellar stairs.
"	Belleville, Ont.	" 20	1	Caught between cars.
"	Poutypool, Ont.	" 30	1	By falling material in well.
Driver	Brandon, Man.	" 1	1	Burned to death in car while in charge of horses.
Farmer's son	Odessa, Ont.	" 5	1	Kicked by horse.
Farm hand	Missisquoi, Que.	" 8	1	Burned to death in granary.
"	Bond Lake, Ont.	" 24	1	Run over by train.
Fishing and hunting—				
Fisherman	Chicoutimi, Que.	" 3	1	Drowned.
"	Off British Columbia coast.	" 19	1	Drowned, swept overboard.
Hunter	Sullivan Township, Ont.	" 10	1	By falling bank of gravel.
"	Kitchener, B.C.	" 15	1	By exposure.
"	Iervis Inlet, B.C.	" 12	1	By exposure.
"	Prince Rupert, B.C.	" 16	1	Shot accidentally.
"	St. Gregorie le Grand, Que.	" 25	1	Shot accidentally.
"	East Angus, Que.	" 26	1	Drowned, canoe upset.
Lumbering—				
Raftsmen	Port Greville, N.S.	" 7	2	Drowned, raft broke up.
Logger	Sacie Coem, Que.	" 21	1	Tree fell on him.
"	Olds, Alta.	" 19	1	Tree fell on him.
Mill hand	Tunmouth Creek, N.B.	" 16	1	Explosion of boiler.
"	Notre Dame du Portage, Que.	" 18	1	In belting.
Mining—				
Miner	Nelson, B.C.	" 1	1	Electrocuted.
"	North Sydney, N.S.	" 7	1	Runover by mine cars.
"	Blairmore, Alta.	" 12	1	Suffocated by gas.
"	Banff, Alta.	" 15	1	Fall of rock.
"	Elk Lake, Ont.	" 18	1	Falling rock.
"	Lourdes, N.S.	" 10	1	Run over by cars.
"	Frank, Alta.	" 18	1	Premature explosion.
"	Hawe Sound, B.C.	" 18	1	Run over by car.
"	Hosmer, B.C.	" 19	1	Run over by car.
"	Cobalt, Ont.	" 22	1	Explosion of gelingnite.
"	Haileybury, Ont.	" 22	2	Drowned.
"	Glace Bay, N.S.	" 25	1	Run over by coal box.
Prospector	Porcupine River, Ont.	" 2	1	Drowned in rapids.
"	Mattazami River, Ont.	" 13	1	Drowned, boat upset.
Quarryman	Montreal, Que.	" 25	1	Explosion of dynamite.
Building trades—				
Carpenter	Hamilton, Ont.	" 3	1	By falling plank.
"	Montreal, Que.	" 7	1	By falling material.
"	Montreal, Que.	" 9	1	Fell 50 feet.
"	Quebec, Que.	" 4	1	Fell from scaffold.
"	Toronto, Ont.	" 23	1	By a fall.
"	Quebec, Que.	" 20	1	Fell from a roof.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F, No. 87.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF NOVEMBER, 1910.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Painter	St. Boniface, Man.	Nov. 7	1	Fell from roof of chapel.
"	Montreal, Que.	" 21	1	Fell 20 feet.
Stonecutter	Edmonton, Alta.	" 4	1	By a fall.
"	Montreal, Que.	" 12	1	By falling iron beam.
"	Montreal, Que.	" 19	1	By falling derrick.
Building contractor	High River, Alta.	" 8	1	In a runaway.
Metal, engineering and shipbuilding trades—				
Electrical worker	Niagara Falls, Ont.	" 6	1	Fell 30 feet.
"	Windsor, Ont.	" 29	1	Electrocuted.
"	Hamilton, Ont.	" 3	1	Flying material.
Iron worker	Montreal, Que.	" 16	1	By falling iron.
"	Toronto, Ont.	" 27	1	By falling girder.
"	Ottawa, Ont.	" 7	1	Fell down elevator shaft.
Machinist	London, Ont.	" 27	1	Run over by train.
Woodworking trades—				
Woodworker	Hamilton, Ont.	" 3	1	By flying board from saw.
Clothing trades—				
Garment cutter,	Toronto, Ont.	" 22	1	Fell down elevator shaft.
Textile trades—				
Cotton factory hand	Montreal, Que.	" 4	1	By falling iron block.
Food and tobacco preparation—				
Miller	Brussels, Ont.	" 13	1	By flying portion of machinery.
Packinghouse employé	Toronto, Ont.	" 24	1	Fell in elevator shaft.
Refinery hand	Montreal, Que.	" 26	1	By a fall.
Railway employés—				
Engineer	Corinth, Ont.	" 4	1	In head-on collision.
Conductor	Brockville, Ont.	" 17	1	Drowned.
Brakeman	Saskatoon, Sask.	" 25	1	Run over by train.
"	Transcona, Alta.	" 3	1	Caught between cars.
"	Montrose, Ont.	" 9	1	Run over by train.
"	Bladworth, Sask.	" 8	1	Run over by train.
"	Woodbridge, Man.	" 9	1	Run over by train.
"	Toronto, Ont.	" 4	1	Run over by train.
"	Niagara Falls, Ont.	" 9	1	Between cars.
"	Bridgeburg, Ont.	" 19	1	Run over by train.
"	Midland, Ont.	" 23	1	Thrown from car.
"	Belleville, Ont.	" 24	1	Between cars.
"	Belleville, Ont.	" 27	1	Between cars.
"	London, Ont.	" 28	1	Run over by train.
Car shop hand	Winnipeg, Man.	" 23	1	Electrocuted.
Station hands	Tait, Sask.	" 17	2	Burned to death in box car.
Yardman	Souris, Man.	" 7	1	Run over by train.
"	Montreal, Que.	" 14	1	Run over by train.
Sectionman	Toronto, Ont.	" 21	1	Run over by train.
"	Sault Ste. Marie, Ont.	" 24	1	Struck by engine.
Telegraph operator	New Sarum, Ont.	" 5	1	Run over by train.
Construction hand	Strathcona, Alta.	" 21	1	Steam hammer fell on head.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F, No. 87.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF NOVEMBER, 1910.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Public employés—				
Water works employés.	Weston, Ont.	Nov. 3	3	Fell 80 feet; scaffold in stand pipe collapsed.
Mail carrier	Gimli, Man.	" 27	1	Drowned, broke through ice with dog sled.
Civic employé	Toronto, Ont.	" 7	1	Fell from tree.
"	Winnipeg, Man.	" 16	1	Burned to death in tool house.
"	Calgary, Alta.	" 29	1	By cave-in.
Miscellaneous—				
Elevator hand	Toronto, Ont.	" 16	1	Fell down elevator shaft.
Clerk	Montreal, Que.	" 13	1	By falling material.
Bridge caretaker	St. John, N.B.	" 16	1	Drowned, fell from bridge.
Housekeeper	Salisbury, N.B.	" 1	1	Burned to death while kindling stove.
Warehouse assistant	Toronto, Ont.	" 22	1	Fell down elevator shaft.
Clerk	Ste. Marie, Beauce, Que.	" 29	1	Explosion of acetylene.
Navigation—				
Diver	Shawinigan Falls, Que.	" 9	1	Drowned, through injury to diving suit.
Deckhand	Toronto, Ont.	" 21	1	Drowned, fell overboard.
Deckhand	Sault Ste. Marie, Ont.	" 24	1	Drowned, fell overboard.
Deckhand	Kingston, Ont.	" 22	1	Drowned, knocked overboard.
Captain	Off Nova Scotia coast.	" 17	1	Drowned, knocked overboard.
"	Canso, N.S.	" 21	1	Drowned, in collision.
Sailor	St. John, N.B.	" 14	1	Caught between wharf and schooner.
"	Halifax, N.S.	" 28	1	Drowned, washed overboard.
"	Sydney, N.S.	" 28	1	Drowned, swept overboard.
Longshoreman	Port Arthur, Ont.	" 11	1	Fell into hold.
"	Port Arthur, Ont.	" 11	1	Drowned, knocked off dry dock.
Ferryman	Sault Ste. Marie, Ont.	" 21	1	Drowned, boat upset.
General transport—				
Carter	Montreal, Que.	" 10	1	Thrown from cart.
Driver	Toronto, Ont.	" 7	1	Run over by vehicle.
"	Papineauville, Que.	" 21	1	Run over by train at crossing.
Unskilled labour—				
Labourer	Montreal, Que.	" 2	1	Run over by train.
"	Montreal, Que.	" 7	1	Run over by train.
"	Belleville, Ont.	" 10	1	Fell from train.
"	Lourdes, N.S.	" 10	1	Run over by train.
"	Brockville, Ont.	" 11	1	Run over by train.
"	Montreal, Que.	" 14	1	By falling guy pole.
"	St. Thomas, Ont.	" 13	1	Run over by train.
"	Montreal, Que.	" 12	1	Falling iron girder.
"	Winnipeg, Man.	" 17	1	Blood poisoning.
"	Toronto, Ont.	" 19	1	In belting.
"	Blue Bonnets, Que.	" 21	1	Run over by train.
"	Toronto, Ont.	" 24	1	Run over by train.
"	London, Ont.	" 28	1	Run over by train.

FATAL ACCIDENTS HAPPENING IN THE PREVIOUS MOTNH, BUT ONLY REPORTED TO THE DEPARTMENT IN NOVEMBER, 1910.

Rancher	Cobble Hill, B.C.	Oct. 26	1	In a runaway.
Farmer	Tray Falls, N.B.	" 30	1	Shot accidentally.
Pilot	Hopewell, N.B.	" 29	1	Drowned, fell overboard.
Labourer	Medicine Hat, Alta.	" 31	1	Fell from scaffold.

November, 1909. Twelve of the accidental deaths were due to being run over, four to being caught between cars, two to being burnt to death, and one respectively to a collision, to drowning, to a fall, to electricity and to falling material. Seven each of the injuries were due to being caught between cars and to falls, four respectively to falling material and to being run over, two to collisions and one each to being scalded and to exposure.

Navigation.—During November, 1910, twelve were killed and six injured, compared with nine killed and six injured in October last, and thirteen killed and eleven injured in November of last year. Of the fatalities, ten were caused by drowning and one each by being caught between vehicles and by a fall. Four of the injuries were caused by falls, and one respectively by falling material and by machinery.

General transport.—There were three killed and twenty injured in November 1910, as against ten killed and eighteen injured in October, 1910, and nine killed and nineteeen injured in November a year ago. Two of the deaths were due to being run over and one to a fall. Nine of the injuries were due to collisions, six to runaways, three to falls, and one each to falling material and to live stock.

Public employés.—In the month under review, seven of these employés were killed and twenty injured, compared with one killed and twelve injured in the month previous, and two killed and thirteen injured in November, 1909. Four employés were killed by falls and one each by drowning, by being burnt and by falling material. Seven of the injuries were caused by falls, five by being run over, four by falling material, three by explosions and one by machinery.

Miscellaneous.—Six were killed and fourteen injured in November, 1910, compared with thirteen killed and nine injured the month before, and five killed and twelve injured in November, 1909. Of the deaths, two were due to falls, and one respectively to falling material, to drowning, to being burnt and to an explosion. Eight of the injuries were due to machinery, three to falls and one each to an explosion, to live stock and to being burnt.

Unskilled labour.—Thirteen labourers were killed and twenty-three injured during November just past, as against seven killed and eighteen injured in the preceding month, and six killed and six injured in November, 1909. Eight of the fatalities were caused by being run over, two by falling material and one each by a fall, by blood poisoning and by machinery. Of the non-fatal accidents, ten were caused by falling material, nine by falls, three by being run over and one by machinery.

RETAIL PRICES OF STAPLE ARTICLES

The accompanying table sets forth the retail prices prevailing on, or about, the fifteenth day of the month previ ing in the leading centres of industry throughout Canada.

The list of commodities includes twenty-eight varieties of food, with fuel and coal oil. In addition a statement usually occupied by workingmen.

The exact quality for which the quotation is given is set forth in the case of each commodity, and every care may be available for purposes of comparison.

The list of localities includes nearly every place having a population of 10,000 people, and is representative of

The quotations contained in the table have been furnished by the correspondents of the *Labour Gazette* in the the Department.

RETAIL PRICES OF STAPLE

LOCALITY.	Beef. Sirloin steak, best, per lb.	Beef. Medium chuck, per lb.	Veal, forequarter, per lb.	Mutton, hindquarter, per lb.	Pork. Fresh roasting, per lb.	Pork. Salt, per lb.	Bacon, best smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure leaf, per lb.	Eggs. New laid, per doz.	Eggs. Packed, per dozen.	Milk, per quart.	Butter. Dairy, tub, per lb.	Butter. Creamery prints, per lb.	Cheese. Canadian, old, per lb.	Cheese. Canadian, new, per lb.	Bread. Weight of loaf.	Bread. Price, per lb.	Flour, strong bakers, per lb.	Rolled Oats, per lb.
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	lb.	cts.	cts.
Nova Scotia—																				
Sydney	18	12½	10	12½–14	15–15	15	21	....	20	30	....	10	24	30	18	....	...	6	6	4
Westville	15	12	7–10	14	16	17	23–25	6–14	20	30	30	7	25–30	30	16	....	3	4½	4	4
Halifax	22	12–15	15–22	13–20	17	15	22	5–15	20	45	32	8	28	32	17	16	1½	4	4	4
Amherst	18	14	....	14	16–18	16	26	20–24	20	30	27	7	27	30	16	16	1½	4½	4½	4
Prince Edw. Isl'd.																				
Charlottetown	14–16	12–14	....	14	16–18	8–15	25	8–10	20	26	24	6	23	27	18	18	2	3½	3¼	4
New Brunswick—																				
Moncton	18	14	....	14	16	16	23	6–18	20	30	25	7	24	28	....	18	2	4	3¾	4
Newcastle	18	12	12	14	16	16	25	5	18	27	....	7	25	30	18	....	2½	3½	3	5
St. John	20–22	12	9–11	16	16	16–18	20	6	20	40	30	7	24–28	29	18	16	1½	4	4	4
Quebec—																				
Quebec	13–16	12–14	13–14	13	15	16	18–20	8	20	30–32	22–25	10	24–27	26–30	16	15	6	3½	3	5
Three Rivers	17	14	10	15	16	16	22	8–12	20	35	25	8	25	28	20	16	6	3	3	4
Sherbrooke	20	12½	10	15	13–14	16	20	10–12	20	30	35	7	23–24	28–30	16–18	....	...	5	3	4
Sorel	15	12	10–12	12–15	14–15	15	20	8–25	18–20	35	30	8	27	28	16	16	6	3	2¾	2¼
St. Hyacinthe	12–15	10	10	12	13	14	20	25 13	18	30–32	30	6	25	25	18	7	6	3	3	4
Maisonneuve	16	14	9	12	14	15	20	8–20	20	35	25	7	26	28	18	16	3	4½	4	4
St. Johns	18	16	....	18–20	16	16	20	15–18	20	35–40	....	7	26	28	20	18	6	3	3½	4
Hull	13–15	12½–13	6½–7	10–12	16–17	1 6	20	8–12	18	29	26	8	26	28	16	....	6	3½	3	3

OF CONSUMPTION, CANADA, DURING NOVEMBER, 1910.

eeding the present issue of the *Labour Gazette*, of the more important staple commodities entering into the cost of
is given of the rental of a representative workingman's dwelling of the better class in the quarter of each locality,
has been taken to ensure that the quotations in each case refer to the same class of commodity, in order that the statistics
every Province in the Dominion.
respective localities, under detailed instructions as to sources of information, quality of goods to be quoted, etc.. from

DEPARTMENT OF LABOUR, CANADA,
RETAIL PRICES: TABLE NO. 11.

COMMODITIES, CANADA, NOVEMBER, 1910.

Rice, good, medium, per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar.		Tea.		Coffee, medium, Mocha, per lb.	Potatoes, per bag of 1½ bushel.	Vinegar, White Wine, XXX, per quart.	Starch, laundry, per lb.	Coal.		Wood.		Coal oil, per gallon.	Rent, per month.
				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium, Indian or Ceylon, per lb.	Green, medium, Japan, per lb.					Anthracite, per ton of 2,000 lbs.	Bituminous, per ton of 2,000 lbs.	Hard best, per long cord.	Soft, per cord.		
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	$ cts.	$ cts.	$ cts.	$ cts.	cts.	$ cts.
5	4	12	8	5	5	23–25	.....	25–40	70	10	8	7.50	3.00	4.00	.....	22	18–20
5	5	10	10	5½	5½	30	25	35	90	9	10	.....	3.20	3.50–4	.....	20	5–15
5	5	10	8	5½	5	30	50	30–40	1.05	10	10	7.00	5–5.25	5.50	3.50	20	12–18
5	5	12	12–15	5½	5	30–40	40	40	90	10	10	6.50	4.75	5.00	4.00	20	10–14
5	5	12	8–14	6	5	25	30	40	40	12–18	10–12	6.50	4.00	.....	.....	25	6–8
5	5	12	10	6	5	35	40	40	90	10	10	6.75	5.25	4.50	3.25	23	14
5	5	12	12	6	5	30–60	.....	35	80	10	10	7.00	5.00	4.00	3.00	25	8
5	5	12–15	12	6	5	30	50	40	1.25	10	12	6.50–7	5.10	8–10	4.00	20	9
5	5	13	12	5½	5	25–30	25–30	40	60–70	20	10	7.25	4.25	6–7.	4.50–5.50	18	16–18
4	5	12	12	6	5½	30–50	25–50	25–50	90	15	8	7.00	5.00	6.50	4.00	18	8
5	5	12½	12½	5½	5	40	40	40	1.05	10	8	7.40	4.75	5–5.25	4.00	23	11–14
4	2½	10	10	5	4¾	20–40	20–40	40	50	15	10	6.75	5.25	5.–6.	3.50–4.75	20	12–15
4–5	5	12	13	5½	5	30–60	25–60	40	75	5–7	8	7.50	5.50	5.–7.	4–4.50	20	8–9
4	10	12	10	5	4½	30	25	30	80	20	10	6.75–7	4.50	8.00	6.50	18	12
6	5	12	11	6	5½	35	40	40	75	10	8	6.25	5.00	8.00	6.00	22	8
4	4	12	7	5½	5	40	40	40	1.00	10	8	7.50	5.50	5.50	3.50	18	10–15

RETAIL PRICES OF STAPLE

LOCALITY.	Beef.		Veal, forequarter, per lb.	Mutton, hindquarter, per lb.	Pork.		Bacon, best smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure leaf, per lb.	Eggs.		Milk, per quart.	Butter.		Cheese.		Bread.		Flour, strong bakers, per lb.	Rolled Oats, per lb.
	Sirloin steak, best, per lb.	Medium chuck, per lb.			Fresh roasting, per lb.	Salt, per lb.				New laid, per doz.	Packed, per dozen.		Dairy, tub, per lb.	Creamery prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.		
Ontario—																				
Ottawa	17	12½	12½	15	15	15	20–22	15	20	38–40	28	8	27	30–32	20	16	3	3½	3½	4
Belleville	17	10	12½	15	14	14	22	12	20	40	28	7	27	30	18	16	3	3½	3	3½
Kingston	20	15	10	15	15–18	18	23	12½	20	25	....	6	....	26	16	13	3	3½	3	5
Peterborough	18	12	12½	15	18	17	25	18	20	32	....	6	25	30	18	17	2	5	3	4
Toronto	20–22	7–8	7–8	10–12	18–22	15–17	20–22	12–16	18	40–55	30–35	9	27–30	32	17–18	14–15	3	4	3	3
Niagara Falls	18	10	15	20	20	16	25–28	12	20	35	....	7	30	32	17	16	1½	4	3½	5
St. Catharines	18	12½	15	15	16–18	15–18	24–28	12½–15	18	40	37	7	27	30	18	15	3	4	3	3½
Hamilton	17–19	11–14	14–18	12–18	18	18	25	10½–20	18	42–45	30–32	7	30	33	20	15	1½	3½	3	4
Brantford	20	12	....	18	18	16	23	13	20	35	30	6	....	28	18	....	1½	3½	3½	5
Guelph	20	14	14	18	18	18	23	12½	18–20	35	28–30	7	27	29	20	17	3	4	2½	4
Berlin	18	12½	15	15	18	18	25	10	20	30	35	6	27	30	18	15	1½	4	2½	4
Woodstock	18	12½	11	13	18	18	25	10–13	20	35	30	6	28	30	20	15	2	3	2½	3
Stratford	18	15	13	16–18	22	20	25	12½	18	30	30	6	25	26	17	15	1½	4	3	4
London	18	12	15	15	15	18	24	15	20	33	27	6	26	29	20	16	1½	4	3	5
St. Thomas	20	14	14	16	15	16	22	12½	20	30	28	6	26	29	20	16	1½	3½	3	3
Chatham	18	12½	15	18	18–20	....	25	10–17½	20	30	....	6	25	30	16	16	1½	4	3	3
Windsor	18	10–12	9	12½	18	16	24	15	22	33	....	8	32	37	24	20	2	3	3	5
Sault Ste. Marie	18	12½	14	17	20	16	22	10	18	40	30	9	25	30	....	16	1½	4½	4	5
Port Arthur	20	15	12½	20	20	17	25	11	20	40–50	35	10	30	35	....	17½	2	3½	3	3½
Manitoba—																				
Winnipeg	22	10	12½	20	18	20	30	12½	20	35	30	10	28	40	18	....	...	5	3	4
Brandon	17	12½	15	20	20	18	30–35	15–18	25	35	....	10	30	35	18	18	4	3½	3½	5
Saskatchewan—																				
Regina	22	15–17	20	20	20	15	35–30	15	25	40	35	10	30	35	20	20	1½	4	4½	5
Moose Jaw	20	18	20	20	20	....	30	15	22½	50	35	10	35	40	20	20	4	6½	3½	4
Saskatoon	22	17	20–22	22	20	18	35	15	25	40	35	12½	35	40	22	20	2	4	5	5
Alberta—																				
Edmonton	15	10–12½	13	18	20	24	28	20	22	30	....	10	30	35	20	20	1½	4	3½	4
Calgary	18	10–12	12½	18	18	22	28	12½–15	20	50	35	10	25	35	18	17½	1½	4–	2½	3½
Lethbridge	15–18	12–18	10–18	15–20	12½–18	....	35	....	27	50	40	10	....	35	20	20	2	5	3½	3
British Columbia																				
Nelson	20–22	15	15	20–22	20	20	25–30	12½–15	20–22	65	35	12½	35	40	....	20	1	6½	3	3½
New Westminst'r	25	15	20	25	23	18	35	15	22	65	40	10	40	40	20	20	1½	6⅔	3½	5
Vancouver	20	12½	12	20	22½–25	20	35	10–15	18	65	35	11	28	35	20	....	1½	5	3	4½
Victoria	20	12½	18	20	20	18	35	12½–15	25	65	35	10	28	35–50	20	20	1	4½	4	4½
Nanaimo	20	15	16	25	22	23	30	10	20	60	40	10	30	40	20	....	2	4½	4	5

[1] Per 100 lb.

DEPARTMENT OF LABOUR, CANADA,
RETAIL PRICES: TABLE No. 11.

COMMODITIES, CANADA, NOVEMBER, 1910.

Rice, good, medium, per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar.		Tea.		Coffee, medium, Mocha, per lb.	Potatoes, per bag of 1½ bushel.	Vinegar, White Wine, XXX per quart.	Starch, laundry, per lb.	Coal.		Wood.		Coal oil, per gallon.	Rent, per month.
				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium, Indian or Ceylon, per lb.	Green, medium, Japan per lb.					Anthracite, per ton of 2,000 lbs.	Bituminous, per ton of 2,000 lbs.	Hard, best, per long cord.	Soft, per cord.		
5	5	10	12½	5½	5	30	30	40	90	10	8	7.50	5.50	6.50	3.25–3.75	20	9–20
5	5	10	10	6½	5	30	30	40	90	10	10	7.00	5.00	6.50	4.50	20	6–10
5	5	10–12	13	6	5	35	35	30–40	80	10–13	8–10	7.00	6.25	7.00	4.50	18–20	6–10
10	5	12½	10	6	5½	40	40	40	80	10	10	7.50	5.50	.00	3.00	20	12
4	5	10	8½	6	5½	25–30	25–30	25–40	70–75	10	7	7.00	5.50	7.50–8	5.00	18	16–20
5	8	.....	10	5½	5	30–50	30–50	40	90	10	8	6.00	4.00	7.00	5.00	20	10–15
5	5	.....	10	7	6	40	40	30	75	10	8	6.75	.....	8.00	5.–6.	17	11
5	5	.....	10	5½	5½	35–40	35–40	40	90	8	8	6.75	5.50	7.00	5.50	18	15
7	5	.....	8	6½	5	25–40	25–40	35	75	10	9	7.00	5.00	8.00	5.00	16	10
5	5	10	10	6	5½	25–50	25–50	25–40	60	10	8	7.00	5.50	8.00	5.50	18	10
5	5	8	10	6	5	30	30	30	75	10	8	6.75	4.50	8.00	5.00	20	10–12
4	5	12½	10	6	5	25	25	25	60	10	10	6.75	4.50	7.50	6.00	16	8
5	5	8	10	6½	5½	25	25–30	30	60–75	10	10	7.00	6.00	8.50	7.00	18	8–12
5	5	12	10	5	5	30	30	40	65	10	8	7.00	6.50	8.00	6.00	15	9–12
8	5	11	10	6	5½	40	40	40	75	10	10	7.00	6.00	6.00	4.00	18	12
7	5	.....	8–10	6½	5½	25–50	25–50	40	80	10	8	7.00	5.00	.50–5.00	3900–4.00	15	8–10
5	7	12½	10	6	5	30	30	35	90	10	10	7.50	5.00	8.00	4.50	20	12–15
5	5	12½	12½	6½	6	30	30	30	90	10	10	8.00	5.50	6.00	5.00	25	12–20
5	5	12½	12½	6½	6½	25–60	30	15–40	1.00	10	10	8.00	6.00	5.–6.	3.50–4.50	25	12–25
6½	4½	12½	19	6	5½	35	35	35	1.35	15	10	10.50	9.00	7.50	6.00	35	20–25
7	5	15	13	7	6½	35	35	35	1.10	10	10	11.50	9.00	6.75	4.75	35	15–30
8	6	15	10	7	6½	35	40	35	1.00	15	10	13.00	8.50	8.00	7.75	35	35
5	6½	15	12½	6¾	6	40	40	40	1.5	15	10	13.50	8.00	.....	9.50	35	25–35
5	7	15	10	6½	6	55	45	40	1.25	15	12½	15.00	9.50	.....	7.00	40	30–35
5	5	13	10	6½	6	40	40	40	75	20	12	4.00	.....	3.00	.....	30	20
5	6	12½	10	6	6	25–40	35	35	1.30	15	10	8.50	6.50–6.75	2.00	1.75	35	25–30
3	5	12½	10	6	5	50	50	30	1.85	15	10	.....	4.25	.....	.....	35	10–18
3½	8½	15	10	7	6	30	50	40	2.50′	20	12½	9.50–10.00	7–8.25	.....	6.00	50	15–20
6	6	12½	8	6¾	5½	35	35	40	1.50	15	8	.....	7.75	.....	5.00	40	20
5	6	15	10	6	5½	35–40	40	35	1.65	15	10	.....	7.50	4.50	.....	35	25–30
5	6	12½	10	7	6	25–40	40	40	1.75′	15	8	11.50–7.50	6.50–	.....	6.00	35	20–22
6	10	12½	8	6½	5¾	40	40	40	1.75′	20	12½	.....	4.50	.....	.....	40	8–12

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during November, 1910.

DOMINION REPORTS.

Public Works.

Report of the Minister of Public Works on the works under his control for the fiscal year ended March 31, 1910. Ottawa: King's Printer, 1910. Page, 543. Price, 40 cents.

IN the Report of the Minister of Public Works it is stated that the total expenditure of the department during the past fiscal year was $11,342,365.29, the chief expenditures being $3,207,233.59 for harbours and rivers; $3,669,030.18 for dredging; and $3,478,508.07 for public buildings. The revenue of the department amounted to $485,884.96. Of this sum, $136,747.31 was derived from telegraph lines; $71,767.20 from slides and booms; $45,816.92 from graving docks; $45,138.61 from rents; and $186,514.92 from casual revenue.

Criminal Statistics.

Criminal Statistics for the year ended September 30, 1909. Ottawa: King's Printer, 1910. Page, 354. Price, 20 cents.

The Report on Criminal Statistics in Canada, for the year ended September, 30, 1909, shows that during the year there were 15,350 charges and 11,449 convictions for indictable offences, an increase of 110 charges and 115 convictions over the previous year. A comparison of the various provinces shows that in respect to population there was less criminality in Prince Edward Island, Nova Scotia, New Brunswick and Quebec, while a higher percentage of convictions prevailed in Ontario, Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon district. There were 1,150 young offenders under sixteen years of age, compared with 1,204 in 1908. The number decreased in Quebec, Manitoba, Saskatchewan and British Columbia, and increased in the other provinces. The number of female offenders was 556, against 503 in the previous year, but there was a decrease in every Province except Ontario and Manitoba.

An analysis of the occupations of the convicts shows that 54.20 per cent. in 1909 were labourers, 16.61 were engaged in commerce, 13.68 in industrial occupations, 7.56 in agriculture, 6.70 in domestic service, and 1.25 in professional work. With respect to temperance, fifty-five out of 100 persons convicted used liquor moderately, and twenty-five were immoderate drinkers, the remainder were either non-drinkers or were not given in this classification.

There were 78,503 summary convictions during 1909, of which 31,105 were for drunkenness. There were 711 pardons granted, including 578 ticket-of-leave, as against 683 pardons and 396 tickets-of-leave in the previous year. Four death sentences were also commuted to life imprisonment. Twenty-three convicts out on tickets-of-leave were granted unconditional liberty.

Department of the Secretary of State.

Report of the Secretary of State of Canada for the year ended March 31, 1910. Ottawa: King's Printer, 1910. Page, 596. Price, 35 cents.

The number of charters issued in the office of the Secretary of State, under the Companies' Act, in 1909–10, was 493. The total capitalization of new companies was $301,788,300, and the capitalization of existing companies was increased by $46,589,500, making altogether the largest increase in capital in the history of the Department.

In the year 1909, about 730 returns were received under the Naturalization Act, containing 16,350 names of persons who were granted certificates of naturalization and of readmission to British nationality. Among the naturalized persons were 7,266 from the United States, 1,944 from Russia, 1,588 from Austria, 866 from Italy, 623 from Sweden and 399 from Norway.

ONTARIO REPORT.

International Prison Congress.

Conclusions of the International Prison Congress held in Washington, October 2–8, 1910. Toronto: J. J. Kelso. Page, 6.

A brief report has been issued by Mr. J. J. Kelso, Superintendent of Neglected and Dependent Children of Ontario, on the conclusions of the International Prison Congress, held in Washington, on October 2–8, which he attended as one of the representatives of Ontario. These conclusions were comprised in a set of resolutions adopted by the Congress, which dealt with the following subjects: Juvenile offenders, idle and vagabond children, children born out of wedlock, probation, release on parole, the indeterminate sentence, and complicity in crime.

With reference to juvenile offenders, it was declared that those who are entrusted with the cognizance of the cases of young delinquents should be primarily chosen for their ability to understand and sympathize with children, and they should have the assistance of probation officers to make preliminary examination in each case and to watch over and help those put on probation. Delinquents should not be detained in quarters used for adults, and their cases should never be heard at the same session with cases of adults. In order to prevent idleness and vagabondage of children in large cities, it was recommended that parens should be made responsible for the wrong-doing of their children, deserting fathers should be compelled to return or to support their children, children should be taken from unfit homes and placed in better surroundings, school curricula should be made more interesting and practical, and there should be more kindergartens and manual training, and more playgrounds, gymnasiums and athletic fields.

For the protection of children born out of wedlock, it was the opinion of the Congress that the laws should be so modified as to make the care, support and inheritance of illegitimate and legitimate children as near as possible identical, that whichever parent has not the care of the child should contribute toward its support and education, and that a moral propaganda should be carried on to instruct young people in matters of sex, and to help build up a single moral standard applicable to men and women alike.

The probation system of dealing with convicted persons is recommended in cases where reformation may reasonably be expected, but the probationers should be placed for a reasonable time under the supervision of competent officers. The modern reformatory method is based on the conviction that it is in the public interest not merely to impose a retributive and deterrent sentence upon a criminal, but to make an earnest effort for his reformation. A long period of reformatory treatment is more likely to be beneficial than repeated short terms of imprisonment under severer conditions. Prisoners of all classes should be eligible for conditional release on parole, in accordance with definite rules, after serving for a definite minimum period. Parole should be given on the recommendation of a properly constituted board. The indeterminate sentence should be applied to moral and mental defectives, and also as an important part of the reformatory system, to criminals, particularly young delinquents, whose offences are due mainly to circumstances of an individual character. It was not considered to be in conformity with the spirit of penal law to make of every preliminary agreement to break the law a special crime, but it was thought desirable to regard participation as an aggravating circumstance, and to augment the power of the judge to increase the penalty for such offences.

BRITISH REPORT.

Collective Agreements.

Report on Collective Agreements between employers and workpeople in the United Kingdom. London: Wyman & Sons, 1910. Page, 540. Price, 2s., 2d.

The custom of regulating wages and conditions of employment by means of collective agreements between employers or groups of employers, and their workpeople is very prevalent in Great Britain. In a report issued by the Board of Trade, it is stated that there exist 1,696 agreements of this nature in the United Kingdom, affecting about 2,400,000 work-

people. There are also a large number of workpeople, who though not parties to collective agreements, are in effect governed by them with regard to the conditions of their employment. In some instances a collective bargain is made between a single firm and its employés. In other cases the agreements in force in relation to particular establishments are themselves subordinate to a specific standard, and form an integral part of a general wage-scale in force throughout a large area.

The subjects dealt with in the agreements comprise rates of wages, including piece-wage, time-wage, with or without a bonus, group piece-work prices, where a gang work under a sub-contractor, who is paid according to the output; methods of changing wages and sliding scales; hours of labour, including payment for overtime, for night-shifts and restrictions for overtime work. In addition to matters arising out of wages and hours of labour, many other subjects are dealt with in the agreements, including the number of men to be employed, the distribution of work in slack time, provisions against enticing workmen away from other employers, the demarcation of work restrictions on the employment of youthful labour, and conciliation and arbitration.

AUSTRALIAN REPORT.

Industrial Conditions in Queensland.

Report of the Director of Labour and Chief Inspector of Factories and Shops of Queensland, for the year ended thirtieth June, 1910. Brisbane: Government Printer, 1910. Page, 87.

The fourth annual Report of the Director of Labour of Queensland, deals with the registration of persons in search of employment, the working of the Wages Boards Act, and of the Factories and Shops Acts, during the year ended June 30, 1910. In this period, 10,544 persons seeking employment were registered, of whom 7,047, 66.82 per cent. were found work. The percentage of applicants provided with work in 1909 was 58.04, and in 1908, 60.10. The number of factories registered increased from 1,887, on March 31, 1909, to 1,995 on March 31, 1910, and in the same period the number of employés increased from 22,152 to 24,123. Up to June 30, 1910, there have been established forty-three Wages Boards, and it is stated that, generally speaking, the determinations of the Boards throughout have been very well observed, and they appear to have given satisfaction to both employers and employés.

OTHER REPORTS RECEIVED.

Canada.—Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1910. Part I, Canadian Trade (Imports and Exports from Canada). Part III, Canadian Trade with Foreign Countries (except France, Germany, United Kingdom and United States).

Experimental Farms; Reports for the year ending March 31, 1910.

Sixth annual Report of the Commissioners of the Transcontinental Railway for the fiscal year ended March 31, 1910.

Fifth Report of the Board of Railway Commissioners for Canada for the year ending March 31, 1910.

Forty-third annual Report of the Department of Marine and Fisheries, 1910, Marine.

Steamboat Inspection Report, 1910.

Report of Progress of Stream Measurements for the calendar year 1909.

United States.—Report of the Commissioner of Corporations onTransportation by Water in the United States. Part III, Water Terminals.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

ONTARIO CASES.

Bread Sales Act, 1910.—Weight of Loaf.—"Small Bread."

THE Bread Sales Act (10 Edward VII, chapter 95, section 3) enacts as follows: "Except as provided in subsection 2, no person shall make bread for sale, or sell or offer for sale bread, except in loaves weighing twenty-four or forty-eight ounces avoirdupois. (2) Small bread may be made for sale, offered for sale and sold, in any weight not exceeding twelve ounces avoirdupois."

The defendants were convicted, by one of the police magistrates for the City of Toronto, of selling 10 loaves of bread not in loaves weighing twenty-four ounces or forty-eight ounces avoirdupois each and in weight exceeding twelve ounces, contrary to this enactment. Upon an appeal by the defendants from the conviction, Judge Morson, who heard the appeal, said: "The material facts are not in dispute. The evidence shows clearly that the bread sold by the appellants was small bread as made by them, the mode of baking being by putting the dough in pans in detached portions, but which became joined in the process of baking, in such a manner as to be easily detached if sold separately. The prosecution admitted there would have been no offence if the loaves had been sold detached. The only question, then, for determination is whether, under the Act as it now stands, "small bread," as made by the appellants, is not small bread if sold joined together. The Act has not defined what "small bread" is; it is, therefore, left entirely to each baker to make whatever kind of small bread he likes, so long as it does not exceed twelve ounces in weight. The appellants were, therefore, enabled to say, as they did without contradiction, that the bread in question was small bread, and it was not disputed that each separate portion, if separated, would weigh under the twelve ounces. These were substantially the facts before the Police Magistrate. He appears to have come to the conclusion that "small bread" must be sold in separate portions, otherwise it is not "small bread," because, if allowed to be sold joined together, it would, to quote his own language, give the opportunity to a dishonest baker of selling a customer as a loaf less than twenty-four ounces, which is exactly what the Act desires to prevent. I am unable to agree with him, I fail to see what difference it makes whether the bread is joined together or not, any more than it would if it were buns or tea biscuits, so long as the Act does not require it, and the joining is not for the purpose of deceiving the public. The Magistrate does not say he thinks the joining was for that purpose; had he done so, it would not have been justified by the evidence, unless, of course, he absolutely disbelieved the appellants, which, on uncontradicted evidence, he would not be justified in doing. I think, in his very commendable desire to give effect to what he considered the intention of the Act, he went further than the Act premitted. If the bread was "small bread," as undoubtedly it was on the evidence, he should not hold it was not, because it was not separated when sold, when the Act does not require it. If the intention of the Act was that all "small bread" should only be sold in separate portions for the public protection, it has not so stated. But do the public need protection? It seems to me they can easily protect themselves by asking for the particular kind of bread they want; if they ask for a loaf only, the obvious intention of the Act was, that they should get the standard large or small loaf; and, if the baker sold them his "small bread" joined together as the standard loaf, it would be a fraud at comman law, but not under the Bread Act as at present framed, because the bread so sold was, as in this case, "small

bread" of the required weight when separated, the false representation that it was a standard loaf not changing its character. If any remedy is required, a simple one would be to enact that all bread must be sold by weight. For the reasons, then, that I have stated, I have come to the conclusion that the Magistrate was wrong; and his conviction must be quashed without costs.

(Rex v. Nasmith Co., Limited, 2 Weekly Notes, 116.)

Large Damages to Injured Canadian Pacific Railway Fireman.

George Rogers, the Canadian Pacific Railway Company's fireman, who was struck on the head by a standpipe at the side of the company's tracks at Ayr, Ont., last October, when he leaned from the cab window to ascertain the cause of a noise behind the tender, has been awarded $13,500 damages at the fall assizes. The young man suffered a broken back in the accident, and it is claimed that only a very remarkable operation by physicians at Galt saved his life. Whether he will ever recover the use of his legs sufficiently to walk is only a guess, according to the testimony of the physicians. The injured man stated that his memory as to what happened at the time of the accident was practically a blank. He had earned as high as $90 a month, but when business was slack his pay had dropped to as low as $26. Rogers was carried to and from the court room, but was able to sit up and answer all questions without difficulty. Dr. McKendrick, of Galt, who attended Rogers when he was taken to the Galt Hospital, described the very unusual operation that was performed when it was discovered that the plaintiff's back was broken, and that his injuries might result in his death. Parts of the spinal column were removed, the covering over the cord was sewn up, and cords were drawn over in an effort to form an arch over the part where the vertebræ had been removed. There is no record of any similar operation having been performed on a previous occasion, but the witness believed that the only hope of Rogers' recovery rested in this delicate piece of surgical work. Three weeks after the operation Rogers showed signs of improvement, parts previously paralyzed again became active, and in time he was able to move his feet. The cut in the injured man's head was about six inches long and two inches wide. Dr. C. S. Moore was of the opinion that it is very improbable that the plaintiff will ever be able to walk with crutches without support from some person. Apparently some local affection is causing a stiffening of the legs when he stands. The doctor stated that in his opinion Rogers will never recover sufficiently to maintain himself.

Workmen's Compensation Act.—Limitation of Action.

In an action for damages for injury to the plaintiff by the negligence of the defendants, the statement of claim alleged causes of action at common law and under the Workmen's Compensation for Injuries Act. It was admitted that the accident from which the injury was sustained occurred more than six months before the commencement of the action. The statement of defence omitted any reference to the section of the Act (R.S.O. 1897, chapter 160, section 9.) which requires all cases thereunder to be "commenced within six months from the occurrence of the accident." Upon a motion by the defendants for leave to amend the statement of defence by setting up that the action was barred by the above statutory limitation, the Master in Chambers said that, the failure to plead the statutory limitation being by reason of the solicitor's slip, the amendment should be allowed on payment of costs. This judgement was affirmed on appeal by Mr. Justice Latchford.

(Siven vs. Temiskaming Mining Company, 2 Weekly Notes, 129.)

Fined under Lord's Day Act.

Four Armenians, recently appeared before Magistrate Campbell at St. Catharines charged with wilfully labouring on Sunday unloading a car of brick at the McKinnon Dash & Metal Works when it was not necessary. The men admitted having worked on that day, as did Mr. Long, the foreman of the foundry, who

said that he couldn't get any one to unload the car on Saturday, and, as some repairs were to be made to the furnace early on Monday, he had the work of unloading done on the Sabbath. The magistrate, however, did not agree that the work was a necessity and fined each of the men $2.

QUEBEC CASES.

Damages against Railway Company.

William H. McAlpine sued the Grand Trunk Railway Company for $10,000 damages, claiming that while passing the Guy street crossing, in Montreal, he had been run down by a light engine, sustaining injuries which involved the amputation of his right leg, the fracture of his collar bone, and other harm, which caused permanent incapacity to follow his usual avocation. It was claimed that the accident was due to the negligence of the Company, because for two months surrounding the time complained of, Guy street had been under repair and the gates at the crossing had been kept permanently closed. It was therefore, argued that the gates had become no signal of danger, since street car passengers had to get transfers, cross the tracks on foot and board cars on the other side of the gates, while pedestrians had also to cross in the same manner. It was, therefore, claimed that the practice of persons crossing the tracks had become established and permitted by the Company. This, it was alleged, created a source of danger which had not been properly guarded against by the statutory warning of the approach of trains or engines. It was shown that the law provided that in cities or towns where a train or engine crossed on a level with a street the whistle should be sounded 80 rods before crossing the street, and the bell rung continuously. Further, it was shown that when an engine was being run in reverse order, tender first, as in the case complained of, a man should be stationed on the footboard to warn pedestrians. In this case, it was held, that these precautions had not been observed. The jury, therefore, found the Company responsible for the accident, and assessed the damages at $9,000. They however, deducted $2,500 on the ground that the plaintiff had not looked sufficiently before crossing the tracks. They therefore found damages for the plaintiff in the sum of $6,500.

Damages to an Employé.

In review of a judgement by the Superior Court, the Court of Review at Montreal awarded the sum of $360, with interest and costs to the plaintiff in the case of Deyinne v. Barber. Plaintiff was in the employ of the defending firm, and was instructed to open a steam valve, at a time when there was water in the pipe, which led to an explosion, causing him serious injuries. The defendants claimed that it was through his own negligence the man had been injured; and that he had accepted $10 in settlement of the case. Their lordships, however, upheld the view of the Superior Court, holding that the defendants had no business to send an inexperienced man to open a steam valve, and that the alleged settlement was not proved.

MANITOBA CASES.

Workmen's Compensation Decision.

The Workmen's Compensation for Injuries Act, passed at the last session of the Manitoba Legislature, is invalid unless for "manual" labour, according to a decision handed down by Mr. Justice Metcalfe, at Winnipeg.

The plaintiff in the case was a lady clerk in the Hudson's Bay stores, who claimed damages for injuries arising from slipping on a badly oiled floor. The case was dismissed on the grounds that her duties were not "manual."

UNITED STATES CASES.

Woodtrim Question before the Courts.

The long fight of the union carpenters to get building contractors to use none but union made wood trim on buildings which has been carried on by carpenters refusing to handle trim made by non-union firms, has been taken to the New

York courts. The Albro J. Newton Company, of Brooklyn, a woodworking manufacturing firm which employs its men on the open shop plan, has secured from Supreme Court Justice Crane, of Brooklyn, a preliminary injunction restraining the Joint District Council of New York and vicinity, of the United Brotherhood of Carpenters and Joiners of America, and the Amalgamated Carpenters of America, its officers and members, from ordering strikes against the use of the product of the firm, or otherwise interfering with its business. It is said that the case will be made a test one. The union carpenters have for many years been trying, by ordering strikes or by other means, to induce building contractors to pledge themselves not to use any but union made wood trim, but without success, or only with partial success. The preliminary injunction restrains the defendants from combining to prevent the use of the product of the plaintiff, or by strikes or boycotts preventing its use by contrators.

Appended to the application for the injunction are affidavits from building contractors and others to the effect that, after having contracted with the plaintiff firm for wood trim, the carpenters either refused to handle it, or went on strike at the orders of agents of the two organizations of carpenters mentioned. The application also contains an affidavit by Albro J. Newton, head of the Albro J. Newton Company, to the effect that the firm had on hand a large quantity of valuable stock which had been manufactured to order of contractors, who could not use it because their carpenters, who were all union men, refused to handle it. The question of non-union wood trim had been responsible for many strikes, and this case would be used as a precedent. The carpenters' unions have been for years trying to force the Master Carpenters' Association in its trade agreement to pledge its members to use only union made wood trim. The Association has always refused, on the ground that the union mills could not supply all the trim needed, and on the further ground that, if such a pledge were given, its members would be in unfair competition with independent contractors whose non-union trim came from cities where wages were much lower than in New York.

Damages to Children of Railway Employé.

An action on behalf of the children of one Dell, a sectionman, killed in defenddants' railway yard, by being struck by a locomotive. The action was brought by an uncle of the children. Rule 93 of the Michigan Central Railway Company track rules, says: "All trains and engines will occupy and move in the right-hand track, and will move on and occupy left-hand tracks only on special orders and under a flagman." At the time of the accident the train was on a left-hand track, there being an engine and three freight cars. The engine that struck Dell was running backwards. There was no flagman where Dell was working. Dell was spiking the rails, and had been there fifteen or twenty minutes. Trains ran both ways on the tracks in the yard. The trains in the yard are run under the orders of the yardman, and if no yardman was there, then by the orders of the conductor. The engineer worked by and according to signals. The signals were operated by the brakeman under the instructions of the conductor.

Judge Clute, in delivering his charge to the jury, explained to them the points which they were to consider. "Could Dell have avoided the accident by exercising reasonable care? Was the system itself a poor one and responsible for the accident? Did the evidence show any negligence on the part of the Company, and if so of what did such negligence consist? Is it safe for Company to run trains on either track in either direction without sufficient warning to trackmen? If the system is dangerous, of what does the danger consist?"

The jury found that the accident was because of negligence on the part of the Railway Company, such negligence being the running of trains contrary to rules, (the improper running of trains) and without proper warning to trackmen working in the yard. They awarded the plaintiffs $2,500.

(Dell v. Michigan Central Railway, Welland Fall Assizes, 1910.)

THE

LABOUR GAZETTE

JANUARY, 1911.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF DECEMBER, 1910.

I.—GENERAL SUMMARY.

THE month of December, 1910, compared favourably with the corresponding period of 1909 from the standpoint of industrial and trade activity. Mild weather in the first half of the month somewhat curtailed the movement of winter goods. Later, however, lower temperatures ruled, and good snow roads and prevailing high prices for nearly all forms of produce increased the volume of country trade. There was the dullness incident to the season in outside operations, including agriculture, mining and railway construction, though in the latter larger numbers will be given employment than last year throughout the winter. Outside building and civic improvement operations had for the most part ceased, but the labour thereby thrown idle was in a good position to meet a period of inactivity owing to the steady employment and high wages of the past season. Lumbering operations in the woods were facilitated by the snow and frost of the second half of the month, and a good cut is expected. General holiday trade and traffic were estimated to have been considerably higher than last year. Values remained on the whole very firm.

Changes in Wages and Hours of Labour.

The following is a statement, by industries and groups of trades, of the more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during December, 1910.

Metal and woodworking trades.—Moulders (thirty-five) at Carleton Place, Ont., received an increase of ten per cent. in wages.

Printing and allied trades.—Bookbinders, rulers and bindery employés to the number of twenty-three males and twenty-five females, at St. John, N.B., had their hours decreased one per week.

Railway employés.—On December 1 twenty-five engineers in the employ of the Toronto, Hamilton & Buffalo Railway Compnny received a substantial increase in wages, the amount varying according to the nature of their service.

Street railway employés.—A new scale of wages went into effect at Calgary, Alta., for employés of the municipal street railway.

Civic employés.—At Ottawa, Ont., the following employés have recently obtained advances: Market inspectors and other officers; employés of the Isolation Hospital; and employés of the public library. The increases were dated from October 1. Civic firemen at London, Ont., received an advance.*

Interruptions to Industry.

Among industrial establishments, &c., destroyed by fire or through other causes

*See report of London correspondent.

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations, or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

during December, 1910, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.—Store at Glace Bay, loss, $5,000; warehouse at Glace Bay, loss, $5,000; bakery at North Sydney, loss, $5,000; business block at Windsor, loss, $10,000. At Sydney, compressor house, No. 1 colliery, loss, $7,000; business block, loss, $60,000; tailor shop, loss, $2,000. Granary and residence at Stanley. The schooner *Gertie* foundered on December 13, off Seal Cove. The schooner *H. J. Logan* foundered at sea.

New Brunswick.—Barber shop and pool room at Hampton, loss, $2,000; warehouse at St. John, loss, $30,000.

Quebec.—Outbuildings and residence at Acton; outbuildings and residence at Berthierville, loss, $8,000; skating rink at Eastman; manufacturing plant at Iberville, loss, $20,000; passenger elevator at Levis, loss, $30,000; tenements and hardware store at Maisonneuve; school house at Matane. At Montreal, grocery store; laundry, loss, $1,500; coal shed; café, loss, $3,000; electric factory, loss, $4,000; jewellery store, loss, $6,000; hotel (partial) loss, $1,000; six tenements; plumbing establishment; leather factory, loss, $200,000; stable and three horses. Florest's store at Notre Dame de Grâces, loss, $1,000; book store at Quebec, loss, $30,000; labour exchange at Quebec, loss, $3,500; theatre at Quebec, loss, $15,000; railway station at Richmond; stables and residence at Rosemount; tenement houses at St. Henri, loss, $12,000; hotel at Weedon and bakery at Westmount, loss, $15,000.

Ontario.—City Hall (partial) at Belleville, loss, $1,000; livery at Belleville, loss, $2,500; hotel and two stores at Campbell's Bay, loss, $30,000; part of business section of Dresden, loss, $100,000; planing mill at Humberstone, loss, $8,000; steamer *Ottawa* at Kingston, loss, $13,000; canoe factory at Lakefield, loss, $7,000; business section of Latchford, loss, $38,000; mine plant at Gowganda, loss, $30,000; hotel livery at London, loss, $3,600; store at Hamilton, loss, $1,000; business block at Fort William, loss, $10,000; sanitarium at Mount Dennis, loss, $100,000; sawmill at Norwood, loss, $150,000; granary and residence at Markdale; saw-mill (partial) at New Liskeard; transforming station (partial) at Niagara Falls; tug at Navy Island, loss, $6,000; steamer *Dunkelm* at Blake's Point, Ile Royale, Lake Superior, loss, $250,000; elevator at Port Dalhousie, loss, $100,000; woolen mill (partial) at Pembroke, loss $2,000; stable and cattle at Peterborough; business block at Rainy River, loss, $1,800; livery barns at Tilsonburg, loss, $3,000; coal pile at Toronto; garage at Toronto, loss, $8,000; bicycle shop at Windsor, loss, $3,500; church at Wendover, loss, $30,000.

Manitoba.—Business portion of Bradwardine; three business blocks at Dauphin, loss, $25,000; hotel at Portage la Prairie, loss, $50,000; lumber mill at St. Boniface, loss, $250,000; business block at Wawanesa, loss, $25,000; warehouse and contents at Winnipeg, loss, $150,000.

Saskatchewan.—General store at Balgonie, loss, $25,000; iron works at Stettler.

Alberta.—Business block (partial) at Frank.

Conditions in the Industries and Trades.

Conditions of employment during December, in the several industries and groups of trades throughout Canada, as indicated by reports of correspondents of the *Labour Gazette*, and by information received at the Department of Labour from other sources, may be briefly summarized as follows:—

Agriculture.

Farmers had a good month on seasonal employment. The marketing of holiday supplies was facilitated in the latter half of the month by good snow roads. Exceptionally high prices prevailed for all classes of farm produce. Stock feeding, wood cutting and routine work made up the rest of agricultural activity.

An interesting and important incident of the month was the interview accorded by the Right Honourable the Prime Minister to a delegation of agriculturists, numbering several hundreds. A large proportion of these were from the Western Provinces, representing the Western Grain Growers' Association; the more important associations from Ontario and Eastern Provinces were also represented, including local granges, dairymen's associations, fruit growers' associations, &c. Every province was represented, with the exception of Prince Edward Island. Five requests were presented to the Government, namely: The placing of manufactured articles, for use on farms and in the homes, on the free list; the government ownership and operation of a railway line to Hudson Bay; the establishment of facilities to encourage the chilled meat trade in Canada; the passing of legislation to permit the formation of co-operative associations; and government ownership of terminal elevators at Fort William and Port Arthur. Memorials were presented to the Government on each of these subjects. The Premier replied to the delegates on behalf of the Government, expressing his gratification in meeting so representative a gathering. The Government, he stated, was at that moment negotiating with the Government of the United States with regard to a freer interchange of commodities, pending which negotiations it would be inadvisable to revise the tariff. The British preference, he stated, would be maintained. A Bill with regard to terminal elevators was being prepared and would be the subject of conference with the Grain Growers' Association. The Premier also declared himself in favour of government ownership of the Hudson Bay Railway, but not of government operation. Following the interview, the members

of the executive of the National Council of Agriculture had a conference with the Right Honourable, the Prime Minister; the Right Honourable, the Minister of Trade and Commerce; and the Honourable the Minister of Agriculture, relative to the resolutions above set forth. A later conference took place with the Right Honourable the Minister of Trade and Commerce and the Honourable the Minister of Railways and Canals.

Several important conventions of agriculturists were held during December, among them the thirty-sixth annual meeting of the Dominion Grange; the annual meeting of the Pomological and Fruit Growing Society of Quebce, and the annual meeting of the Quebec Vegetable Growers' Association.

The December issue of the *Census and Statistics Monthly* contained a resumé of the live stock industry of Canada. There has been an increase during the past year of 3·3 per cent. in the number of horses; 1·1 per cent. in the number of milch cows; 2·1 per cent. in the number of swine; and 8·0 per cent. in the number of poultry; the number of sheep has decreased to 1·5 per cent; and the number of live stock other than cows, by 2·2 per cent.

The annual crop report for Nova Scotia shows the following return:—

Crop.	Acreage	Yield per Acre.	Total.
	Acres.	Tons.	Tons.
Hay	666,400	1.9	1,266,16
	Acres.	Bus.	Bus.
Oats	144,900	38	5,550,200
Wheat	21,630	25	534,255
Barley	10,900	29	316,000
Buckwheat	18,000	27	486,000
Beans	3,100	21	65,100
Peas	11,500	21	31,500
Potatoes	45,500	160	7,280,000
Turnips, mangles, carrots	21,000	550	11,550,000
Forage crops and fodder corn	3,500	11½	40,250
Apples for home and foreign consumption			225,000bbls

In comparison with the estimates of last year, the above table indicates an increase of hay, 306,160 tons; oats, 1,410,200 bushels; wheat, 122,255 bushels; barley, 72,200 bushels; buckwheat, 18,000 bushels; beans, 3,100; forage crops and fodder corn, 4,000 tons; turnips and other roots, 1,250,000 bushels. On the other hand, a decrease is indicated of apples, about 600,000 barrels; and potatoes, 1,820,000 bushels.

The Provincial Winter Fair held at Guelph, Ont., was a pronounced success, the exhibitions being exceptionally numerous and of good quality. A number of profitable lectures and demonstrations of interest to agriculturists were given during the holding of the exhibition.

Fishing.

Conditions remained quiet for the most part in the Maritime Provinces, though, with the formation of ice on the rivers and bays smelt and eel fishing had begun in some localities. Catches, however, were generally light up to the close of the month. Operations were similarly quiet on the Great Lakes and in British Columbia, from seasonal causes.

The final return of the salmon pack in 1910 places the total pack at 762,201 cases, divided according to districts, as follows:—

Fraser river, 223,148; Skeena river, 222,035; Ricers inlet, 129,398; Naas river, 39,720; outlying districts, 147,900. In 1909 the Fraser river pack amounted to 567,203 cases, and of the last fourteen seasons there have been two only when the Skeena river reported larger packs than the Fraser. The total pack for 1909 amounted to 967,920 cases, but last year was the big fourth year, which accounts for the extra 200,000 cases ahead of this season. The combined salmon packs of Alaska, British Columbia and Puget Sound for the season were considerably below the normal.

An Order-in-Council passed during the month declares that all lobster traps constructed after December 31, 1910, shall have the laths on all portions thereof, not less than 1¼ inches apart, and this space must remain clear and nothing shall be done to diminish it, and any netting that may be used in such traps shall have meshes of not less than 3 inches extension measurement, and nothing shall be done to practically diminish the size of the mesh. The burden of proof that any lobster trap used from January 1, 1911, to December 31, 1912, that has not clear spaces between the laths of 1¼ inches and any netting that may be used in the ends thereof less than 3 inches extension

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of *The Gazette* as published in the present issue several trades and industries throughout the Dominion. The table has reference only to the amount of employment headings in *The Gazette*. In tabulating the information in question, the terms employed are divided into two groups, active, very active; (2) quiet and very quiet.

City and District of Correspondent.	Agricultural operations.	Fishing.	Lumbering (including sawmilling.)	Mining.	Manufacturing.	Railway construction.	Building trades.
Nova Scotia—							
1—Sydney	Active	Quiet	.....	Active	Very active	.....	Active
2—Westville	Quiet	.....	Active	Active	Active	.....	Active
3—Halifax	.....	Quiet	Quiet	.....	Active	.....	Very quiet
4—Amherst	Quiet	.....	.....	Active	Very active	.....	Active
Prince Edward Island—							
5—Charlottetown	Quiet	Active	.....	.....	Active	.....	Quiet
New Brunswick—							
6—Moncton	Active	Active	Active	Active	Active	.....	Active
7—St. John	Quiet	.....	Active	.....	.....	Active	Active
8—Newcastle	Quiet	Active	Active	.....	.....	.....	Quiet
Quebec—							
9—Quebec	Active	.....	Active	.....	Active	.....	Active
10—Sherbrooke	Active	.....	Active	Active	Very active	.....	Active
11—Three Rivers	.....	Quiet	Active	.....	Very active	Active	Active
12—St. Hyacinthe	Active	.....	.....	.....	Very active	.....	Active
13—St. Johns and Iberville	.....	.....	Active	.....	Very active	.....	Active
14—Sorel	Active	.....	.....	.....	Active	.....	Quiet
15—Maisonneuve	Active	.....	.....	.....	Very active	.....	Active
16—Montreal	Active	.....	.....	.....	Very active	.....	Active
17—Hull	.....	.....	Active	Quiet	Active	.....	Quiet
Ontario—							
18—Ottawa	Active	.....	Very active	.....	Very active	.....	Active
19—Kingston	.....	.....	Active	Active	Active	.....	Active
20—Belleville	Active	Active	Active	Active	Very active	Active	Active
21—Peterborough	Quiet	.....	Quiet	.....	Active	.....	Quiet
22—Toronto	Quiet	.....	.....	.....	Active	.....	Active
23—Niagara Falls	Quiet	.....	.....	.....	Active	Active	Quiet
24—St. Catharines	Quiet	.....	.....	.....	Very active	.....	Active
25—Hamilton	.....	.....	.....	.....	Very active	Active	Quiet
26—Brantford	Quiet	.....	.....	.....	Very active	.....	Active
27—Guelph	Quiet	.....	.....	.....	Active	.....	Quiet
28—Berlin	.....	.....	.....	.....	Very active	.....	Active
29—Woodstock	Active	.....	.....	.....	Very active	.....	Active
30—Stratford	Quiet	.....	.....	.....	Very active	.....	Quiet
31—London	Active	.....	.....	.....	Active	.....	Quiet
32—St. Thomas	.....	.....	.....	.....	Active	.....	Quiet
33—Chatham	.....	.....	.....	.....	Active	.....	Quiet
34—Windsor	Active	.....	.....	.....	Very active	.....	Active
35—Sault Ste. Marie	Quiet	.....	Active	.....	Active	.....	Quiet
36—Port Arthur & Fort William	.....	.....	Active	.....	Active	Active	Quiet
Manitoba—							
37—Winnipeg	.....	.....	Active	.....	Active	.....	Active
38—Brandon	.....	.....	.....	.....	Active	.....	Active
Saskatchewan—							
39—Regina	Quiet	.....	.....	.....	Active	Active	Quiet
40—Moose Jaw	.....	.....	.....	.....	.....	.....	Quiet
41—Saskatoon	Quiet	.....	.....	.....	Active	.....	Quiet
Alberta—							
42—Calgary	.....	.....	.....	.....	Active	Active	Active
43—Edmonton	Active	.....	.....	Very active	Active	.....	Active
44—Lethbridge	.....	.....	.....	Very active	Active	.....	Active
British Columbia—							
45—Nelson	.....	.....	Quiet	Quiet	.....	.....	.....
46—New Westminster	Active	Quiet	Very active	.....	Active	.....	Active
47—Vancouver	Active	.....	Active	.....	Active	.....	Active
48—Victoria	.....	.....	.....	.....	Active	Active	Active
49—Nanaimo	.....	Quiet	Active	Active	.....	.....	Active

CANADA DURING THE MONTH OF DECEMBER, 1910.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken as to wage changes, trade disputes and kindred phenomena treated under separate the order indicating in each, the degree to which general conditions were favourable or unfavourable, as follows: (1)

	Metal, engineering and ship-building.	Wood-working.	Printing and Allied trades.	Clothing.	Food and tobacco preparation	Leather.	General transport.	Miscella-neous.	Unskilled labour.
1—	Active	Active	Active	Active	.....	.....	.....	.....	Quiet
2—	Active	.....	Active	Active	Active	Active	.....	Active	Active
3—	Quiet	.....	Active	Quiet	Active	.....	Quiet	Active	Quiet
4—	Active	Active	Active	Active	Active	Active	Active	Active	Active
5—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
6—	Active	.....	Active	Active	Active	Active	Active	Active	Quiet
7—	Active	Active	Quiet	Active	Active	.....	Active	Active	Quiet
8—	Active	.....	.....	.....	.....	.....	Active	.....	Active
9—	Active	.....	Active	Quiet	Active	Quiet	Active	Active	Quiet
10—	Active	Active	Active	Active	Active	.....	Active	Active	.....
11—	Active	Active	Active	Active	Active	Active	Active	Active	.....
12—	Active	Active	Active	Active	Active	Active	Active	Active	Active
13—	Active	Active	Active	Active	.....	.....	Active	Active	.....
14—	Active	Active	Active	Active	Active	Active	Active	Active	Active
15—	Active	Active	Active	Active	Active	Active	Active	Active	Active
16—	Active	Active	Active	Active	Active	Active	Active	Active	Active
17—	Active	Active	.....	.....	.....	.....	Active'	Active	Quiet
18—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
19—	Active	Active	Active	Active	Active	Active	Active	Active	Active
20—	Active	Active	Active	Active	Active	Active	Active	Active	Active
21—	Active	Active	Active	Active	Active	.....	Active	Active	Active
22—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
23—	Active	.....	.....	Active	Active	.....	Active	Active	Quiet
24—	Active	Active	Active	Active	Active	Active	Active	Active	Active
25—	Active	Active	Active	Active	Active	Active	Active	Active	Active
26—	Very active	Active	Active	Active	Active	Active	Active	Active	Active
27—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
28—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
29—	Active	Active	Active	Active	.....	.....	Active	Active	Active
30—	Active	Active	Active	Active	Active	Active	Active	Active	Active
31—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
32—	Active	.....	Active	Active	.....	.....	Active	Active	Quiet
33—	Active	Active	Active	Active	Active	.....	Active	Active	Active
34—	Active	Active	Active	Active	Active	.....	Active	Active	Active
35—	Active	Active	Active	Active	Active	.....	.....	Active	Quiet
36—	Active	Active	Active	Quiet	Active	.....	Active	.....	Quiet
37—	Active	Active	Active	.....	.....	.....	.....	.....	Quiet
38—	Active	Active	Active	Active	Quiet	.....	Active	Active	Very quiet
39—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
40—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
41—	Active	Active	Active	Active	.....	.....	Very active	Active	Quiet
42—	Active	Active	Active	Active	Active	Active	Active	Active	Active
43—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
44—	Active	Active	Active	Active	Active	Active	Active	Active	Active
45—	.....	.....	.....	.....	.....	.....	Active	Active	Quiet
46—	Active	Active	Active	Active	Active	.....	Active	Active	Active
47—	Active	Active	.....	Active	.....	.....	Active	Active	Active
48—	Active	.....	Active	.....	.....	.....	Active	Active	Quiet
49—	Active	Active	Active	.....	Active	.....	Active	Active	Quiet

measurement, was constructed before December 31, 1910, shall lie on the person using such trap.

The International Fisheries Commission held a meeting at Ottawa during December.

Lumbering.

There was little change as compared with November. Work in the woods was well under way, under conditions on the whole favourable, though mild weather and lack of snow in some localities interfered with operations. The outlook is that the extent of the cut will be well maintained. In British Columbia the mills were, for the most part, closed down after a satisfactory season, and with the outlook favourable for next year.

An increase in the cut of lumber in Canada last year over the previous season of 396,776,000 board feet, is shown by statistics compiled by the forestry branch of the interior department. Of this increase, 31,704,000 feet, or 47·2 per cent. is to be credited to Ontario for her cut of spruce alone. An increase of twenty-two per cent. in the British Columbia cut, with a decrease of 7·7 per cent. in the cut of Quebec has caused the latter province to drop from second to third place amongst the provinces in point of lumber production. British Columbia now occupies second place. Quebec, however, is still the chief spruce producing province, nearly one-third of the total spruce cut being credited to her. The cut of spruce showed an increase over the previous year in every province except Saskatchewan and British Columbia.

The report of the Chief Fire-Warden of British Columbia for the past year shows that the number of forest fires reported for the season amounted to 1,184. The cause in 335 cases was sparks from locomotives or donkey engines. Campers are charged with 162, and settlers land clearing with 184. Lightning is set down as the cause in 103 cases, and 374 fires are recorded "causes unknown." The total estimate of damage done is $629,915, apportioned as follows: To standing timber, $193,976; to cut timber, $63,974; to improvements, $371,965. Six persons during the fire-fighting were suffocated, one man was killed by a falling tree, two were seriously injured. A total fire-fighting force of 4,452 men was employed by the Government, involving a disbursement of $35,000 by the Government and $37,394 by private employers.

The Conservation Commission issued a statement in regard to the starting of forest fires by locomotives, and the proposed legislation on the question, in which it is stated that the Commission has had investigations made by competent men, and finds that thirty per cent. of all forest fires have been started by locomotives.

Mining.

The usual activity prevailed in the Nova Scotia collieries. On the whole conditions of employment were favourable. An important announcement of the month was that of the purchase of the Springhill collieries, Cumberland County, by the Dominion Steel Corporation. In Quebec there was a cessation of mica and asbestos mining on account of cold weather, and the same conditions affected operations in Eastern Ontario. Copper mining, however, in the former province was active and the reports from the Cobalt and other camps of Northern Ontario were of continued busy conditions. Widespread interest was taken in the development of the Porcupine district. The collieries of Alberta and British Columbia were working steadily, while in the metalliferous camps of the latter province the situation compared favourably with that of the corresponding period of 1909. The Granby and British Columbia Copper Company had a good month. The output of the Trail smelter has largely exceeded that of 1909.

According to a bulletin issued by the Department of Mines at Ottawa the production and value of coal by provinces in 1909 is as follows:—

	Tons.	Value.
Nova Scotia	5,652,089	$11,354,643
British Columbia	2,606,127	8,144,147
Alberta	1,994,741	4,838,109
Saskatchewan	192,125	296,339
New Brunswick	49,029	98,496
Yukon	7,364	49,702
	10,501,475	$24,781,236

Manufacturing.

Industrial establishments with few exceptions reported a continuation of the very active conditions which prevailed throughout Canada for some months past. In the closing days of the year a number of factories closed down for stock-taking purposes, but the period will be curtailed as compared with last year. The iron and steel industry continued especially busy, the Lake Superior Corporation announcing a large volume of orders ahead. The output of the Nova Scotia Steel & Coal Company in November was 8,000 tons of steel and about the same amount of pig iron. The outlook is for a busy winter season.

Railway Construction.

Winter conditions were general, work having ceased on most of the track-laying contracts and being confined largely to rock cutting, bridge building and the assembling of supplies, though in Western Canada operations were more active than in previous years at this season. It was stated that the Grand Trunk Pacific contracts alone in Western Canada 6,000 men would be employed throughout the winter. The labour supply was more abundant.

It was announced by the Premier of Ontario that a branch of the Temiscaming and Northern Ontario Railway would be constructed from Kelso to Porcupine, a distance of 30 miles, at an estimated cost of $450,000.

The Board of Railway Commissioners has directed that in future whenever it is the intention of the Company to construct a permanent station and an application is to be made to the Board for its approval, that a copy of the application and plan be served on the municipal authority of the District in which the station is to be erected; or, if there is no municipal authority then on the Government or other authority having control over the District.

General Transport.

Railway passenger traffic was heavy during the holiday season and earnings were well maintained. Street railway earnings showed large advances in most of the cities. The movement of general merchandize was fair.

It was announced that during the past season records of previous years of traffic through the Sault Ste. Marie canals were broken, the grand total of freight being in excess of 62,000,000 tons.

The steel freight ship *Emperor* was launched at Collingwood, Ont., during December, being stated to be the largest ship ever built in the British Empire outside of the British Isles, the length being 525 feet, beam 56 feet and depth of hull 31 feet.

An important judgement was delivered in December by the Board of Railway Commissioners for Canada as a result of an inquiry begun in 1908 into the rates charged by Canadian express companies. The Commissioners declared that present tariffs are too high and that the existing forms of contracts between shippers and the companies are unfair. The companies are ordered to file new tariffs within the next three months and to issue new forms of contracts. The capitalization of the companies is, in the opinion of the Commission, too high. The judgement, exclusive of classification, covers 114 typewritten pages.

It was announced that a dry-dock of 25,000 tons lifting capacity would be built at Montreal, Que.

The Trades.

Building.—An active month, for the most part on indoor work, was the general experience during December. Exceptionally favourable conditions are expected to rule throughout the rest of the winter season with an unusually large amount of building in sight on the opening of spring.

Metal and woodworking.—Employés in these trades were generally active. The month compared very favourably with December, 1909.

Printing.—The allied trades had a busy month, the volume of holiday business being exceptionally heavy.

Clothing.—Journeymen tailors were active and garment workers and boot and shoe workers had a busy month.

Textile.—Cotton and woolen mills employés had for the most part steady work.

Food and tobacco preparation.—Bakers, confectioners, brewery employés, butchers, cigar makers and tobacco workers had an active month.

Leather.—Tanners, curriers, trunk and bag makers had a normal month.

Miscellaneous.—Retail clerks, hotel and restaurant employés were in their busiest season.

Unskilled labour.—Unskilled labour was generally out of employment, and until the closing weeks of the month had not the usual work of snow removal available. Little distress, however, was reported among members of this class, disbursements to the needy at Christmas time being unusually light in the several cities. Ice harvesting had begun at a few points, but did not afford much employment up to the close of the year.

Canadian Trade and Revenue.

Foreign trade. — During November, 1910, the total value of imports entered for consumption in the Dominion of Canada, was $41,633,227, compared with $35,434,039 in November, 1909. For the first eight months of the present fiscal year the total value of imports entered for consumption was $304,318,375, compared with $240,108,431 in the corresponding period of the last fiscal year. The total value of domestic exports during November, 1910, was $35,518,616, compared with $35,315,713 in November, 1909. The total value of domestic exports during the eight months ending November 30, 1910, was $193,639,731, compared with $183,050,727 in the corresponding months of last year. During November, 1910, there were increases in exports of the mine, the fisheries and manufactures and decreases in exports of the forest, animals and their produce and agriculture. The grand total of Canadian trade for November, 1910, was $79,160,718, as against $73,151,731 in November, 1909, and for the eight months ending November 30, 1910, $512,457,752, compared with $439,959,213 in the corresponding months of 1909.

Complaints are made in Cuba of failure on the part of Canadian exporters to fulfil contracts. Openings in the markets of this Island are reported for Canadian matches and potatoes. A shipment of British Columbia apples to Shanghai, China, received much praise on account of the excellence of the fruit and the character of the packing. Regulations concerning commercial travellers, in Argentina, Belguim, Brazil, China, Corea, Costa Rica, Cuba, Denmark, France, Germany, Guatemala, Peru, Portugal, Russia, Salvador, Santo Domingo, Spain, Sweden, Switzerland, Turkey, United States, Uruguay, Venezuela, Honduras, Italy, Japan and the United Kingdom were published during the month, by the Department of Trade and Commerce, Canada.

Imperial trade.—According to reports of Canadian Trade Commissioners received at the Department of Trade and Commerce, Canada, openings occurred in Great Britain for Canadian phosphates, casein, caps for milk bottles, maple flooring blocks, asbestos, cement sheets and Canadian apples. Large increases in Canadian trade with Great Britain in 1910 are reported, the increase in imports being nearly fifteen per cent. The increase being eight per cent. in the total trade. Openings for agricultural machinery, axes, sawmill supplies, staves, shooks, and wooden hoops in Barbados were mentioned. There is a demand for Canadinan food stuffs, butter, cheese, fish, (fresh and canned), potatoes and condensed milk in British Guiana, and for Canadian poultry in Newfoundland. A very pronounced increase in the exports from Trinidad to Canada is shown, due to the changing of the chief source of Canada's sugar supply from Germany to the West Indies. This change took place about 1904.

A special report on the trade and commerce of South Africa was published by the Department of Trade and Commerce, Canada, during November. It contains: (1) A summary of trade conditions; (2) an analysis of Custom's Statistics; and, (3) Appendices on Imports and Exports, Custom's Tariff and Shipping Rates.

Domesitc trade.—From all sections of the Dominion reports received were of an exceptionally heavy Christmas holiday trade. The prevailing mild weather affected the demand for dry goods in the opening weeks of the month; colder weather towards the close, however, induced a more active movement. A fair snowfall facilitated country trade and brought large numbers of agriculturists to market. Prices were generally firm. Staple lines of winter goods were moving rapidly in the closing days of the month. Collections were generally from fair to good.

A feature of the month was the publication of the annual statement of several of the Canadian chartered banks. Nearly all of these showed an improvement as compared with the preceding year. The Merchants' Bank announced profits of $1,057,140, an advance of over $200,000 upon those of 1909 and of over $300,000 over those of 1908; $400,000 was transferred to rest account and $50,000 contributed to the officers' pension fund. The Bank of Toronto's profits were $589,656, an advance of $10,000 upon those of 1909. The Union Bank's profits were $451,620, an advance of $44,000 compared with those of the pevious year; $5,000 were added to reserve fund. This bank absorbed the United Empire Bank during December. The Bank of Ottawa reported profits of $110,000 in excess of those of 1909, namely, $532,353; the sum of $400,000 was carried to reserve. The Eastern Townships' Bank added $150,000 to reserve fund out of profits amounting to $410,696. The Bank of Montreal's profits were $28,000 less than last year, but deposits have increased $18,000,000 and loans and advances $21,000,000. The Quebec Bank during the six months ending November 15 reported profits of $38,598; and the Banque d'Hochelaga for the year ended November 30 showed profits of $417,197, compared with $360,821, last year.

The November bank statement showed the contraction in the currency usual at this season of the year. Additions to reserve fund amounted to over $3,000,000. Deposits at interest were larger by over $2,000,000, but call loans in Canada fell off. Current discounts also showed a small decrease. Bank clearings have been uniformly upward of late.

The Farmers' Bank of Canada went into liquidation during December.

Notes.

For the first eleven months of the year the municipal street railway of Calgary, Alta., announced a surplus of $51,673.

The volume of postal matter handled during Christmas week was stated to be considerably heavier in the more important cities than in any previous year.

The annual meeting of the Dominion Commercial Travellers' Association was held at Montreal, the attendance being greater than for some years previously, nearly 200 members being present.

A conference of the Provincial Premiers and their colleagues held at Ottawa, on December 9, failed to reach an agreement on the question of representation in the House of Commons, and adjourned *sine die*.

The annual output of the manufacturing establishments of Guelph, Ont., during 1910 was stated to have exceeded $6,000,000 in value. These establishments employed approximately 4,500 men and boys and 1,000 women and girls, and paid more than $1,500,000 in wages.

The eighth annual convention of the Canadian Clay Products Manufacturers' Association was held at Toronto, Ont., December 14–16. Over fifty members were in attendance. Among the subjects discussed were technical education, tile manufacture and the use of electricity in brick making plants.

The report of the Penitentiaries Branch of the Department of Justice, Canada, gives the average daily population of Canadian penitentiaries, during the past fiscal year, as 1,824, compared with 1,625 in the preceding year. In view of the influx of foreign immigrants, the number of foreign-born convicts has increased from fourteen per cent. in 1900, to twenty per cent. in 1910.

A meeting of representatives from nine municipalities between Napanee and Cornwall, Ont., was held on December 14 for the purpose of discussing methods of securing hyrdo-electric power. The Chief Engineer of the Hydro-Electric Commission was present and explained the method in which power was supplied. After discussion, a union of the municipalities was formed for the purpose of co-operating in order to obtain hydro-electric power.

Representatives from thirty-four States will attend the annual meeting of the National Civic Federation, to be held at New York, January 12–14, for the consideration of uniform State legislation. Among the subjects which will be discussed are the following: The regulations of combinations and quasi-public utilities; compensation for industrial accidents; profit-sharing; arbitration, etc. Among the speakers will be Theodore Roosevelt, Andrew Carnegie, Franklin MacVeagh, John Mitchell, Seth Low and many others.

The fourteenth annual report of the Municipal Free Labour Bureau of Montreal, Que., shows that situations were obtained as follows: Tailors and sewing girls, 6; agents, 17; cooks, 46; servant girls, 46; upholsterers, 2; farm labourers, 299; confectioner 1; pressmen, 13; type-setters, 42; scrub-women, 38; kitchen helpers, 99; machinists, 5; chamber maids, 6; coachmen and carters, 17; theatre employés, 56; carpenters and joiners, 70; labourers, 914; office employés, 5; sawmill labourers, 15; clerks, 7; bakers, 3; plumbers, roofers and steam fitters, 5; firemen, 5; yard and stablemen, 28; pattern makers, 1; female cooks, 7; iron moulder, 1; painters, 32; waiters, 27; engineers, 2; dining room girls, 7; boot blacks, 2; electricians, 4; river log drivers, 50; blacksmiths, 5; bottle washer, 1; sailor, 1; bushmen, 153; bookbinder, 1; butcher, 1. The expenses of administration were $386.06, which with the salary of the manager brought this sum up to $1,000.

Under the profit-sharing system of the British Columbia Electric Railway Company, inaugurated in 1902, a distribution of profits amounting to $57.31 to each employé, was made during December. The system will be discontinued, the men having expressed a preference for a higher rate of wages. The individual payments which have been received by the men under the arrangement are as follows: 1903, $25; 1904, $35; 1905, $40; 1906, $45; 1907, $63; 1908, $66.78; 1909, $58.10; 1910, $57.31. Although the individual amount for the last few years has shown a reduction, the gross amount of the fund had annually increased. In 1908, $45,000 was divided, and in 1909 the fund was $50,000, while for the present year the amount is $60,000. The smaller individual amount is due to the fact that the staff of the Company has greatly increased owing to the demands caused by the growth of the district served during recent years.

II. REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

GENERAL activity continued throughout this district during December. All the large industries were busy, while smaller ones were more active than is usual at this season. The steel industry was very busy, and the outlook in the steel trade is good. Nearly all departments of the steel works at Sydney were continuously employed. The improvements to the plant have so far been unaffected by weather conditions, and all work of construction will be caried on to completion as rapidly as possible. The steel plant at Sydney Mines continued active, the outputs being fairly large. The usual activity prevailed at the Collieries, and although winter work in the way of development was got well under way, yet most men had very good employment. The building trades were

fairly active, considering the month. The factories and foundries, the tar and chemical works continued active. The Sydney Cement Company, which did a large business during the year, also had a good month. Retail trade was very good, while wholesale business was better than in December, 1909.

WESTVILLE, N.S., AND DISTRICT.

Mr. T. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Work in general continued brisk throughout this district, all trades and businesses not affected by weather conditions being well employed. In the collieries steady employment obtained. During November the output of coal was 50,000 tons, being about the same as in November, 1909. For the eleven months ending November 30, 1910, the increase in shipments of coal throughout the province was about 785,000 tons. Great activity prevailing at the different foundries and steel plants throughout the province has caused a good demand for coke, this demand in turn facilitating work in handling the slack coal at the different collieries. There were no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farming throught the district was quiet, winter conditions prevailing. There was a good demand and good prices paid for farm produce.

Lumbering.—With good sleighing in the forepart of the month, brisk conditions prevailed in this industry, many teams being employed hauling out pit timber. In the latter portion of the month there was a lull owing to mild weather.

Manufacturing. — Active conditions were reported.

Mining.—Steady employment was the rule, labour being in demand in some localities. The Spring Hill collieries in Cumberland County have been acquired by the Dominion Iron & Steel Company.

CONDITION OF PARTICULAR TRADE.

Plumbers, gas and steam fitters had a fair month. The other branches of the building trades were quiet. The metal trades had a good month, horseshoers being active. Activity prevailed in the printing, clothing and transport trades. The miscellaneous and food and tobacco preparation trades had a good month.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during December has been fair. Mild weather prevailed and this accelerated building operations of a residential nature to sufficient extent to place the present month in advance of November. Future prospects are good, as with the rumored erection of banking houses, and the construction of new naval structures, the record of 1911 should exceed that of the present year. Then, with the contemplated enlargement of the Halifax dry-dock, which it is proposed to lengthen 50 feet, with an outlay of $400,000, there is a probability that the coming year will be an exceptionally bright one.

Five years ago the printers signed a contract as to wages as follows: Hand compositors (minimum), per week, $11; machine hands, $16. The Union (No. 130, International Typographical Union) has notified the employers that commencing January 1, 1911, the minimum scale shall be: Hand men, $15; machine men, day work, $18; night work, $20. The employers have offered as follows: January 1, 1911, $13 per week, till June 30; then $13.50 per week, till December 31, 1911; then $14.00 per week. The Union has refused this offer, and state their willingness to accept: January 1, 1911, $14 per week, till June 30, then $14.50, till December 31; then $15. This the employers are now considering.

CONDITION OF LOCAL INDUSTRIES.

Fishing was quiet.
Lumbering and *mining* were dull.
Manufacturing was about normal.

CONDITION OF PARTICULAR TRADES.

Carpenters were quiet. Bricklayers and masons were dull. Painters were quiet. Plumbers and electrical workers were fair. Longshoremen were active. Stone cutters and buildiers' labourers were dull. Printers, pressmen and bookbinders were busy. Tailors (custom) were quiet; factory hands were normal. Barbers were active. Delivery employés, hotel, restaurant and theatre hands were active. Railway men were about up to average. Unskilled labour was dull.

DISTRICT NOTES.

Shelburne.—A fishing schooner, 108 feet long and 24 feet beam, registering 114 tons, for Hallett Brothers, Burin, Newfoundland, was launched on December 21. Two other schooners, of eighty-five tons each, for the Newfoundland fishing trade, are under construction.

AMHERST, N.S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The year 1910 closed with trade and labour conditions very favourable. The past twelve months have been months of expansion along industrial lines. Labour is now, and has been throughout the year, well employed. The total exports of the town, in manufactured products totaled nearly six million dollars. Estimating the population at 9,000, this total is alone sufficient to prove that the year was a busy one. The Amherst boot and shoe factory has its new extension nearly completed, and the machinery is being installed. Early in January work will be begun, and a number of additional hands will be required. The Malleable Iron Company has also its extension nearly completed, and when this is ready for operation it will give employment to 150 additional hands. The freight receipts for the year show an increase of nearly $100,000, and the custom receipts also show a decided advance. In Springhill the strike still continues without sign of a settlement in sight. During the month a branch of the Railway Carmen's Union was organized in town.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Employment has been dull along agricultural lines. The farmers, however, had a good season. Potatoes and fruit fell short this season, but other crops were above the average.

Fishing.—The smelt catch is reported to be good, and large shipments are being made to the American market.

Lumbering.—The absence of snow has so far retarded lumber operations, but the cut this winter will be well up to the average. There is some demand for lumbermen.

Manufacturing.—The different workshops and factories were all busy with the exception of the Robb Engineering Company, which is only working part of the time in some of the departments.

Mining.—Mining operations continued about the same. The Joggins Colliery shows an increasing output. At Springhill Mines the strike still continues, but the mine is being operated and more coal is being constantly raised. There are probably over 1,200 men and boys in Springhill on strike.

CONDITION OF PARTICULAR TRADES.

In the building trades work has been quiet, but as long as weather permitted all trades were well emlpoyed. Iron moulders have been well employed during the month. Iron workers and coremakers have had steady employment. Machinists have been well employed, and electrical men have been busy. Boiler makers were also well employed, and horseshoers were busy. Woodworkers have had steady work throughout the month. Upholsterers report work dull. Car builders have been working steadily dur-

ing the month. Printers and pressmen have had steady work. Tailors were busy, garment makers very actve and boot and shoe workers very busy. Bakers and confectioners both reported steady work. Butchers and meat cutters were well employed. Leather workers were rather dull. Trunk and bag makers were busy. Clerks and stenographers were very busy. Laundry workers have had steady employment. Unskilled labour has been well employed, considering the season.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during the month of December was similar to that of December, 1909, with the supply in excess of the demand, a natural circumstance at this season of the year. Outdoor building operations were completed for the season, including the work at the Elmira Branch railway and other smaller contracts. The closing down of summer navigation towards the close of the month closed up the avenues of employment for a number of seafaring men, but the opening of the winter service when the two steamers were placed on the Charlottetown-Pictou route gave a large proportion of the longshoremen and freight handlers a considerable amount of work. The usual Christmas trade was in evidence, and good crops this year, combined with high prices, tended to prosperous condition of the farmers. Both wholesale and retail men state that business was never better and that collections were easy.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—This month's operations under this head were confined mainly to shipping produce, for the first three weeks, and routine work.

Fishing.—With the formation of ice on the rivers and bays, smelt and eel fishing, which is an important industry here in winter, was started. The work was interfered with by soft weather, which weakened the ice for a time.

Manufacturing.—The few factories on the Island were carried on under normal conditions, supply and demand being well balanced.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers and plasterers were active. Painters, decorators and paperhangers had a dull month. Plumbers, gas and steam fitters, and stone cutters were active. Builders' labourers had a dull month. Iron moulders, workers and helpers, machinists and engineers, linemen and sheet metal workers were active. Woodworkers, upholsterers, carriage and wagon makers and car builders were active. Printers and bookbinders were active. Journeymen tailors, garment workers and boot and shoe workers were active. Bakers and confectioners, butchers and meat cutters were busy. Tobacco workers were active. Tanners and curriers and saddlers were active. Barbers, clerks and stenographers were active. Delivery employés were busy. Laundry workers were active. Railway conductors, locomotive engineers, railway telegraphers, trainmen, switchmen, freight handlers, steamboat men and steamboat firemen, longshoremen, teamsters and expressmen were active. The supply of unskilled labour was in excess of the demand.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour, trade and commerce during December were active and fully up to the standard of the corresponding month of 1909. All factories, machine shops and other industrial concerns were in active operation and in some instances were running overtime. Building operations slackened, but there are, at present

in course of construction at the Intercolonial Railway shops a dry house, 300 feet by 40 feet, of wood and also a 50-foot brick addition to the gas-house. The post office is also being enlarged by the addition of an ell, 40 feet square, of brick. Favoured by the open weather, considerable work upon private buildings was carried on. Woodworking factories were also very busy filling orders and replenishing stock. Navigation between Point du Chene and Summerside closed December 16th, being somewhat earlier than last season. Wholesale trade has been healthy and expansive, while retail trade has been particularly good, many merchants reporting their Christmas business considerably in excess of last year's, the pleasant weather and good roads during the week preceding Christmas tending to bring out the country trade. No change in hours of labour or rates of wages were noticed, and there was no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy caring for stock, getting out fuel and marketing produce for which there was a good demand at high prices. Fresh eggs sold at 35 cents per dozen; turkeys at 25 cents per pound; geese, $1.50 to $2.00 a piece; and chickens, from 75 cents to $1.20 a pair. The demand for hay so far is light and but little is moving.

Fishing.—Smelt fishing began December 1, but so far catches have been light along the north shore.

Mining.—The Maritime Oilfields Company intends to continue the work of developing its gas and oil areas at Coverdale all winter. Well No. 18 has been sunk, and at a depth of 1,691 feet oil sands struck. The work of installing the natural gas has commenced, three miles of right-of-way being cut. Specifications for pipe line have been issued, and tenders asked for.

Railway construction and employment.—The estimates of expenditure for construction upon the National Transcontinental Railway in New Brunswick, for the month of November, totaled, $305,156. The total amount spent upon the various contracts in this province to date is $11,168,966.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were quiet, carpenters and joiners in fair demand, painters and plumbers fairly busy, stonecutters and builders' labourers quiet. Iron moulders, workers and helpers, machinists, linemen, stove mounters, blacksmiths and boilermakers were active and in fair demand. Woodworkers, upholsterers and carmen were active. Carriage and wagon makers were quiet. Printers and pressmen were active. Journeymen tailors, garment workers, bakers and butchers were active. Leather workers and saddlers were busy. Barbers were active; clerks and stenographers busy; hotel and laundry workers steady. Railway crews were in good demand owing to heavy passenger traffic, and much special work. Freight handlers, carters, teamsters and expressmen were busy. Few unemployed are found among unskilled labourers; when winter conditions became steady the demand will brighten, but at present it is limited.

DISTRICT NOTES.

Campbellton.—The cash contributions received by the Fire Relief Committee amounts to $107,572. The amount so far expended is $57,000. Besides the work done by the Intercolonial Railway reported in November, about 400 dwellings have been erected, several of these of brick. The electric light and water systems have also been restored. About 3,000 persons are now living in the town.

Sackville.—The breakwater at Pink Rock has been completed, also a 150-foot addition to the wharf. Several hundred tons of gypsum are now ready for shipment.

ST. JOHN, N.B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued active during December, but in some trades

remained dull. Ship labourers were busy but the building trades were inactive. Messrs. Manchester-Robertson- Allison, Limited, have been making some important changes in their premises, which are now nearly completed. A new two-storey brick building 40 by 80 feet in dimension, with a 15-foot square jog, has been erected in the rear of the King street building. Other improvements are in contemplation. Messrs. T. S. Simms and Company, Limited, have purchased the properties on either side of their present factory which will give them a frontage on Union street of nearly 300 feet. The employés of this firm have been compelled to work overtime to supply the demand for brooms and brushes. The Wilson Box Manufacturing Company is erecting a plant at Lancaster, near Fairville, and the Canada Woodenware Company one at South Bay. The Intercolonial Railway commenced the construction of a trestle siding across the Marsh Creek, on December 21, which will be about 150 feet in length. Bank clearings for the four weeks ending December 22 were $6,208,846, and for the corresponding period last year, $6,253,005 being $44,159 less in 1910 than in 1909, and $103,655 less than during the four weeks ending November 24, of the current year. Up to December 24, there had been filed at the Custom's House cargoes for fifteen steamships, one of which sailed for Australia. These vessels took away Canadian goods valued at $1,496,930, and foreign goods valued at $598,643, making a total valuation of $2,095,513. The wheat shipments were 908,049 bushels. Wholesale and retail dealers report business as being more brisk during Christmas week than ever before at this season. The express companies and railroads report that traffic, both passenger and parcels, was unprecedentedly heavy, extra cars having been used to accommodate the heavy traffic. The country market was well supplied with vegetables and Christmas delicacies. Turkeys retailed at from 26 to 30 cents per pound; chickens, 75 cents to $1.75 per pair; geese, $1.75 to $2.00, each; ducks, $1.50 to $2.50, some of the very best selling as high at $3.25.

CONDITION OF LOCAL INDUSTRIES.

Mining.—The Atlantic Coal Company, Limited, met for organization and election of officers on December 21, at St. John. This Company has been incorporated under Dominion letters patent, with an authorized capital of $290,000, half of which is in seven per cent. preference stock, and half in common stock. The head office is at Maccan, Nova Scotia. The Jubilee Mines, formerly owned by the Empire Coal & Tramway Company, and lately by J. P. Sherry, have been taken over and will be operated by the Company.

The mines are situated on the Maritime Coal, Railway & Power Company's branch line, three and a half miles west of Maccan. The property includes 640 acres, on which there are seven workable mines and a number of undeveloped seams. The plant is complete and has a present capacity of 100 tons a day. It is the intention to increase the production to 250 tons. During the summer the production can be shipped from the Joggins pier on the Bay of Fundy. A conservative estimate places the amount of coal available at fifteen million tons.

It is understood that the Company has secured a contract with the Intercolonial Railway, which will ensure an immediate market for a large amount of its output. Recent tests have shown the coal to be of excellent quality, and the directors are very confident of the success of the Company.

Lumbering.—The Alexander Gibson Railway and Manufacturing Company, Limited, will carry on its lumber operations this winter and will cut about 21,000,000 feet. This lumber will be the property of the Company, and will not be sold with the property at the equity sale in February.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were dull. Carpenters and joiners were active. Painters and decorators were dull. Plumbers and gas and steam fitters were active. Stone cutters and builders' labourers were dull. Iron moulders, iron

workers and helpers, machinists and engineers and steam engineers were active. Electrical workers and linemen were busy. Blacksmiths and boilermakers were active, sheet metal workers were busy. Wood workers were active; shingle weavers very dull. Printers were quiet; pressmen and book binders active. Journeymen tailors were active. Bakers and confectioners were busy. Cigar makers active. Broom and brush makers were very busy. Railroad conductors, locomotive engineers and firemen, railroad telegraphers, trainmen, switchmen, trackmen, and freight handlers were busy. Steamboat men and firemen were dull. Ship labourers, street railway employés, teamsters and expressmen were busy. Unskilled labour was dull.

DISTRICT NOTES.

Fredericton.—The Hartt Boot and Shoe Company shipped a carload of its goods by Canadian Pacific Railway direct to Calgary, December 22, and recently a carload was shipped to Vancouver. Next month a carload will be sent to Winnipeg.

St. Stephen.—Ganong Brothers will distribute among their employés a special annual bonus for faithful services of $3,000.

NEWCASTLE, N.B., AND DISTRICT.

Mr. James Falconer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during the month has been very quiet. There was hardly any sleighing until the twentieth of the month and the roads were very rough for wheeled vehicles. After that date a slight snowfall improved matters and merchants became busy with the Christmas trade. As most of the men in the woods come out at this season money circulates more plentifully. A large number were engaged fishing, and catches of bass and smelts have so far been very good. Although these catches have been somewhat lighter and less general than usual the price for smelts, six cents per pound on the ice, is higher than usual. Butchers were very busy. Prices of all meats were high, good roast beef selling at from 12 to 18 cents per pound, being slightly lower than formerly. Turkeys brought 30 cents per pound and fowl of all kinds were high. Butter sold at from 24 to 27 cents per pound; eggs from 30 to 35 cents per dozen and potatoes at $2.00 per barrel.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were quiet, a large number of farmers having left for the woods for the hauling of logs.

Fishing.—This industry was brisk, hundreds of men being engaged at present. Catches were only fairly good.

Lumbering.—The present season has been one of the best for lumbering ever recorded. For a long time clear weather has been the rule with just enough snow for good work. If the balance of the season is as good as the first part there ought to be a large cut. Seven degrees below zero was the coldest weather yet.

CONDITION OF PARTICULAR TRADES.

The building trades generally have been quiet, bricklayers and masons being idle. Carpenters and joiners have been fairly well employed, but have nearly finished their contracts. Blacksmiths and horseshoers were the only mechanics very busy at the present time, being rushed on sharp-shoeing.

QUEBEC, QUE., AND DISTRICT.

Messrs. E. Little and *P. J. Jobin, correspondents,* reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month has been a very quiet one, without much snow and with changeable weather. The building trades were dull, as is usual at this season. The period immediately preceding the Christmas holidays is very seldom a busy one for any form of labour other than the shops and stores. Trade with these has been very

brisk, purchases having been very heavy this year. The Free Employment Bureau is expected to open about January 3, 1911, the offices being located and furnished, and there remaining but the appointment and installation of the officers in charge. The outlook is that there will be a better demand for labour in January, 1911, owing to the number of works to be then started, the Transcontinental terminus being one of them. The steamer *Bornu*, the last outward bound ocean steamer for the season, left this port on December 2, for the West Indies. The Royal Mail steamer *Aranmore*, from the North Shore, arrrived in port on December 6. She is the last inward bound vessel of the season.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were busy killing and marketing live stock and poultry. Prices were high. By the carcass, dressed hogs sold at from 9 to 10 cents per lb.; mutton, 9 to 10 cents; beef, by the quarter, 7 to 8 cents per lb.; chickens, 15 cents per lb., and turkeys from 25 to 27 cents per lb.

Lumbering.—Complaints were made in some sections that there was scarcely enough snow to make good logging roads, but, generally, conditions were reported most favourable. It is anticipated that the winter's cut will not be as large as last winter's, owing to the new law prohibiting the export of pulp wood cut on Crown lands. This, however, will be counterbalanced by the increase in the cut of the Canadian pulp mills.

CONDITION OF PARTICULAR TRADES.

Carpenters and joiners were active, with plumbers, gas and steam fitters busy. The other building trades were dull. Iron moulders, iron workers, coremakers, machinists, engineers and electrical workers were active. Other metal workers were dull. From active to busy conditions were reported in the printing, clothing and leather trades. Cigar makers and tobacco workers were active, bakers and confectioners busy, but butchers and ice cutters were dull. Delivery employés were active, but the other miscellaneous branches were quiet. Railway employés were busy. Other transport trades were dull, as was also unskilled labour.

DISTRICT NOTES.

Murray Bay.—A new pulp mill is being erected by the Eastern Canadian Power & Pulp Company. About 150 men will be employed therein.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During December, the condition of the labour market was satisfactory, there being but little unemployment. Lumber mills were closed, as is usual at this time of the year, all their stock of logs being sawn, but most of the men employed in the mills were sent to the bush for the cutting season. There was no exceptional activity in any particular trade, but employment in general was fairly good. Banks reported a good month. Retail trade was more active than wholesale, being always so in December. The cotton factory and the whiteware shops were short of hands. The Corporation of this City is rebuilding its city hall, rushing the work through. The North Shore Power Company has completed an extensive building on St. Maurice street to be used as a transformer house and for other purposes.

Rates of wages remained the same as in November, and good feelings prevailed between employers and employés.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to the holiday season, agriculturists had a busy month. Farm and dairy produce sold well, and at good prices.

Fishing.—Fishing was quiet, even with tommy-cod, which has not made its

appearance yet this season, in this district.

Lumbering.—There will be about the same number of logs cut this season as last year.

Manufacturing.—All factories were running full time.

Railway construction was quiet this month, but regular employment was good.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were quiet. Carpenters and joiners, lathers and plasterers were fairly well employed. Gas and steam fitters and builders' labourers were very active. Iron moulders, iron workers and helpers, coremakers, machinists and engineers, and all others employed in the metal trades have been very busy. Woodworkers, upholsterers, varnishers and polishers, carriage and wagon makers and pattern makers were well employed. Printers, pressmen and bookbinders had plenty of work. Journeymen tailors, garment workers, glove makers and boot and shoe workers were very busy, and had plenty of orders ahead for the holidays. Bakers and confectioners, butchers and meat cutters, ice cutters and drivers, cigar makers and tobacco workers were very active. Tanners and curriers were fairly active. Leather workers and saddlers were very busy. Barbers were active. Clerks, stenographers, delivery employés, furriers, hotel, restaurant and theatre employés and laundry workers had plenty to do. Railway transportation was active. Unskilled labour was fairly well employed.

SHERBROOKE, QUE., AND DISTRICT.

Mr. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was in good demand during December, the only exception being bricklayers and masons, who had to suspend operations. All other industries were running full time, and there are orders ahead, so that there will be no scarcity of employment in the machine shops this winter. Work has been suspended on the extension of the Sherbrooke Power & Railway Company's system, but will be resumed again in the spring. The large dam and power plant for the Sherbrooke Power & Railway Company is finished, and the new power will be in operation at the beginning of January. As a result, the street car system has been greatly improved, but will be more so when the whole line is finished. The City Council has let the contract for a power plant on the Magog river, to a Peterborough firm, while the concrete work will not be commenced until spring, a number of men will be employed throughout the winter in preparation for this. The People's Telephone Company have a gang of men employed installing a private line from Sherbrooke to Rock Island, a distance of some 40 miles. Work is about finished on J. S. Mitchell & Company's new business block, on Wellington street. It was the largest in Sherbrooke.

The City Council will give a grant of $2,000 a year towards the movement for a greater Sherbrooke. The Board of Trade has pledged $3,500, which gives a fund of $5,500 yearly which will be spent in advertising Sherbrooke as an industrial centre. A trade commissioner has also been appointed, who will devote his time in spreading the merits of Sherbrooke.

At the fiftieth annual meeting of the Eastern Townships Bank a very satisfactory report was submitted. The dividend has been increased from eight to nine per cent.

The retailers report a very good Christmas trade.

The annual report of the fire department shows that the total fire losses adjusted by the underwriters amounted to $11,976.96, while the value of the property threatened and insured amounted, in the aggregate, to $380,000.

There were 321 deaths in the city, or a rate at a little over thirteen per thousand.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Outside agricultural work is at a standstill, and many of the

smaller farmers are engaged hauling cord and pulp wood to the city or railway sidings.

Lumbering.—Lumbering operations are still somewhat quiet, as there is very little pulp wood moving.

Manufacturing.—All branches of manufacture are running full time, and in some cases help is being taken on.

Mining.—Mining operations in the asbestos district are quiet, and many of the pits have closed down. At Eustis, however, the copper mines are being run to the full capacity of help. Men are in demand at this place.

Railway construction has been suspended for the winter.

CONDITION OF PARTICULAR TRADES.

The building trades, with the exception of plumbers and gas fitters are dull. The two trades mentioned are busy. Iron moulders, machinists, electrical workers, blacksmiths, horseshoers and jewellery workers are busy. The woodworking trades are busy. Printers and bookbinders were busy. Journeymen tailors are active, garment workers busy, and glove makers active. Bakers and confectioners are busy, butchers active, ice cutters busy, and cigar makers quiet. Barbers, clerks, stenographers, delivery employés, furriers, hotel, and laundry workers are busy. Railway employés were quiet, cab drivers and expressmen busy. Unskilled labour was in good demand for the season.

DISTRICT NOTES.

Brompton.—At a meet ng of the directors of the Pearl Shirt Waist Manufacturing Company the reports submitted showed that the business was steadily increasing.

Richmond.—The sixteenth annual meeting of the Richmond and Drummond Counties Cheese and Butter Syndicate was held in the Court House, Richmond, Mr. E. J. Dunbar, president, presiding. The inspector reported a considerable falling off in the manufacture of cheese. Butter, however, had increased by some 80,000 pounds over 1909, and the cash received for those two articles exceeded all previous years, but one, in his experience,

Thetford Mines.—The Johnston Mine closed down for the usual Christmas holidays. On account of the press of business, the Beaver Mine did not close till the twenty-fourth, and will reopen on the ninth, occasion being taken of the vacation to do some necessary repairs to the mill.

Farnham.—Another storey is being added to the J. M. Fortier Tobacco Factory in order to handle the large amount of tobacco which has been purchased for delivery about January 1.

Beebe.—Sixteen new granite cutters commenced work.

SOREL, QUE., AND DISTRICT.

Mr. J. A. Chênevert, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fairly active during December, although work in the building trades somewhat slackened for seasonable causes. A large number of men, such as joiners, plumbers, masons and painters, were thrown out of work and will remain so until early February, when they will start repairs on the 200 boats of all kinds now in winter quarters here. In the shipbuilding yards, hauling boats ashore, to get them ready for repairs, has given employment to a number of men at $1.50 per day. In the machine shops there has been plenty of work and part of the staffs has been working overtime. The number of men in the Government yards has not decreased. Business in general was good.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were obtaining high prices for their products, as there was a keen demand. Some market quotations for December are as follows:—

Fresh eggs, 40–45 cents per dozen.
Butter, 28–30 cents, per pound.
Beef, by the quarter, 9–10 cents, per pound.
Beef, by the pound, 1 – 15 cents.
Pork, by the pound, 11–12 cents.

Poultry, per pair, $1.50–$1.60.
Turkeys, 21–25 cents, per pound.
Geese, each, 90– 95cents.
Ham, 18– 20 cents, per pound.
Bacon, 20– 22 cents, per pound.
Potatoes, 45 cents, per bushel.
Maple sugar, 12 cents, per pound.
Turnips, 40 cents, per bushel.
Onions, 90 cents, per bushel.
Beans, 10 cents, per pound.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. Victor Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of outside labour during December was very active, but the local supply was more than enough to meet the demand. The month was a very active one for industrial establishments. Boot and shoe factories worked full time. The iron industry had a good month. Much activity prevailed in the leather industry. Sash and door factories were busy enough to employ full staffs. Organ builders were very active. A large number of men were employed on the cathedral, finishing the painting and woodwork. Business, wholesale and retail, was very good. Banks reported easy collections.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agricultural conditions were very prosperous. Fruit and vegetables found a ready market. The demand for men to press hay was satisfactory, but there was no lack of supply.

CONDITION OF PARTICULAR TRADES.

Carpenters, painters and plumbers were fairly active. Bricklayers were very active, but masons were quiet. Stonecutters and builders' labourers had a fair month. The metal and engineering trade were very active. Woodworkers were very busy. The printing trades had a fair month. Garment workers had a busy month. Bakers, confectioners and butchers had a very good month, as well as tanners and curriers. Barbers were quiet. Clerks, stenographers and delivery employés had a satisfactory month. Railway employés were well employed, but cab drivers, hackmen annd carters were quiet. Unskilled labour was fairly well employed.

ST. JOHNS AND IBERVILLE, QUE., AND DISTRICT.

Mr. A. D. Pepin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of labour continued good, although the severe temperature caused the closing up of several yards. Factories, however, absorbed all these men and in some cases asked for more. The prospect is for steady work throughout winter in manufacturing establishments. None of them will stop work for weeks to take stock, and several have decided not to stop at all except the day after Christmas and New Year's. Wholesale and retail merchants reported trade very good, the dry goods trade being extra good this year. Bank clearings reached a high figure and bank deposits increased considerably over last year. Seven families in all were assisted, as against thirty-seven last year and fifty-seven in 1908. Work is being rushed on the superstructure of the new railroad bridge, a large number of men being employed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are very prosperous this year. Farm products find a ready market at high prices. Beef, by the quarter, sold for $8 to $9 per hundred pounds, pork $9 to $10. Turkeys were from $3 to $4.50 each; geese from $1.25 to $1.75, chickens, $1.50 a pair; eggs from 40 to 45 cents a dozen, and butter from 28 to 30 cents a pound.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were rather quiet. Carpenters and joiners, lathers and plasterers reported a good month. Painters and decorators, plumbers, steam fitters, stone cutters and builders'

labourers were active. Iron moulders, iron workers and helpers, coremakers, machinists and engineers reported a good month. Electrical workers, linemen, metal polishers, brass workers, blacksmiths, boilermakers, shipwrights, ship carpenters and calkers were rather quiet. Tinsmiths, tool sharpeners and jewellers reported a fair month. Woodworkers, upholsterers, varnishers and polishers were busy. Wood carvers, carriage and wagon makers, pattern makers and gilders were busy. The printing, clothing, food preparation, tobacco and miscellaneous trades were active, as well as railway employés. Cab drivers, hackmen, carters, draymen, teamsters and expressmen were well employed. Unskilled labour was active.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. J. F. Girard, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

December, 1910, although not quite as active as November, was more active than the corresponding month of last year. Almost all workmen were fairly busy, with the exception of unskilled labourers who form a large portion of the unemployed, on account of city and railroad work being stopped for the winter. All branches of business have been very busy during the month, a majority of the stores having increased their staffs for the holiday season. There is now no labour dispute, the striking plumbers and steamfitters having returned to work. This will increase activity in the building trades.

CONDITIÓN OF PARTICULAR TRADES.

Bricklayers were active, masons quiet, lathers and plasterers and painters and decorators active. Steam fitters, stone cutters and builders' labourers were fairly active. The metal trades were all fairly active with the exception of linemen. Woodworkers, upholsterers, varnishers, polishers, carriage and wagon makers were active. The printing trades were busy. Journeymen tailors were in demand, the other clothing trades being active. The food and tobacco preparation and the leather trades were busy. Barbers were in demand, as well as clerks, stenographers and delivery employés. Broom makers, hotel, restaurant and theatre employés and laundry workers were active. The transportation trades were well employed.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audette, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The value of new buildings contracted for in Montreal during November, 1910, was $425,887 more than during the same month of last year. The inspector of buildings issued during the year, up to November 30, 3,412 permits, giving the city a revenue of $12,138.50. The year was the most active in the history of Montreal as far as building is concerned. The following table shows the number of permits issued each month in the year up to November 30, with their value, as compared with the corresponding months of 1909:

	Permits.		Value.	
Month:	1909	1910	1909	1910
January	50	73	$ 120,120	$ 159,510
February	120	188	245,330	264,030
March	188	260	376,275	670,704
April	342	490	1,111,891	1,755,402
May	327	453	1,269,504	1,709,200
June	219	350	1,771,790	1,585,254
July	257	245	712,126	3,384,360
August	205	412	990,275	1,530,339
September	227	506	716,840	993,386
October	216	285	589,075	1,911,240
November	159	295	479,580	905,427
Total	2,310	3,478	$7,680,766	$15,239,852

The following table shows the number of permits issued and their value, each year since 1899:—

Year.	Permits.	Value.
1899	357	$2,370,080
1900	331	3,089,403
1901	443	2,368,372
1902	826	3,089,734
1903	1,010	4,094,596
1904	1,335	3,654,164
1905	1,694	5,550,698
1906	2,013	8,639,388
1907	1,990	8,406,299
1908	1,808	5,062,226
1909	2,426	7,785,621
1910	3,478	15,239,852

CONDITION OF PARTICULAR TRADES.

The building, metal, printing and clothing trades were active. The food and tobacco preparation trades were good, with the exception of ice cutters and drivers, who were quiet. The leather and miscellaneous trades were active, as well as railroad employés. Steamboat men, steamboat firemen, ship labourers and longshoremen were quiet. Street railway employés were active. Cabdrivers, hackmen, carters, draymen, teamsters and expressmen had a good month. Unskilled labour was fairly well employed.

HULL, QUE., AND DISTRICT.

Mr. E. E. Cinq-Mars, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

December has been a busy month owing to the extra demand in connection with holiday traffic. The weather has been cold with light snow falls. In consequence of the latter, the large mill owners have kept their men at work in the mills instead of sending them to the bush. Compared with November, industrial activity has been well maintained though building has shown a falling off, except among plumbers who were busy on repairs. The holiday trade was heavy, comparing favourably with last year, though the roads during the first half of December were in poor condition for hauling. General labour was somewhat quiet but found some employment at snow-shovelling.

CONDITION OF LOCAL INDUSTRIES.

Mining.—The mica industry has been fairly active but less so than was expected.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

A marked decline in the demand for unskilled labour characterized the month of December. The lumber camps were filled a little earlier than usual and hiring agents were instructed, the first week of the month, to engage only expert bushmen. Teams and teamsters, however, were needed at several points. The wages advanced for these to the record figure of $2.75 per day. Mr. J. R. Booth has 3,000 men in the woods, and logging operations in general are as extensive as last year. The absence of snow storms was felt by the unemployed who are accustomed to earn something clearing sidewalks and the electric railway tracks during December. There was not enough snow in the first half of the month for business conditions. This also tended to quietness in respect of employment. Still a very limited number of men were out of work and by the end of the month the outlook had improved. The reports of charitable organizations which investigated needs of families around Christmas found the number of people in want no larger than last year. Recipients of aid were nearly all persons unable to work.

Most of the city merchants reported trade better than ever before during the Christmas period. Ottawa bank clearings for November were $17,300,000 as against $16,000,000 the previous November. The first three weeks of December showed a total of $11,183,000, a gain of $400,000 over the corresponding period of 1909. The customs receipts of the port of Ottawa confirm the estimates of buoyant trade. November collections were $7,000 greater than a year ago. The city tax collector at the end of 1910 had received $50,000 more than in 1909. Money was plentiful enough to permit ratepayers to take advantage of the discounts for prompt payment of taxes.

The City Council increased salaries in three branches of the civic service. Weighmasters and market toll collectors to the number of thirteen were advanced $50 per year, making their wages range from $600 to $700. The market inspector whose salary was $1,200 a year was placed on a salary schedule providing increases of $100 a year until $1,400 is reached. At the public library four clerks paid from $250 to $350 per year

were increased $50 per year. One was raised from $675 to $750 and the librarian from $1,500 to $1,800. At the isolation hospital two nurses were increased from $30 to $35 per month; superintendent from $50 to $55 and four miscellaneous employés were advanced $3 per month. All these cases were dealt with individually by the council, as it had been found difficult to frame a schedule covering all the employés. The increases date from October 1st.

The public school board altered salary schedules governing female teachers which will add a total of $4,350 to next year's account. The minimum of $450 for second-class teachers was raised to $500 and the maximum from $800 to $900. The minimum of $500 for first-class teachers was raised to $600 and the maximum from $850 to $1,000. The Carleton county inspector reports difficulty in obtaining teachers for rural schools. In the last year male teachers received an average increase of $31 per year and females $12, but the inspector says this is not sufficient. Sewing will be taught to 1,500 girls in the Ottawa public schools next year during one hour each week.

The Ottawa publicity commissioner reports that the city obtained twelve new industries in the last year. The total is now 168, employing 14,000 hands. The commissioner estimates the annual output of these factories at $37,700,000.

The strike of plumbers which occurred on the new Grand Trunk hotel on September 17, terminated during the month by the return of the men to work at the former wages wherever their places had not been filled.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—A slight drop in the quotations for beef and pork affected farmers' market receipts. Many of them are feeding cattle expecting better prices in the new year. Turkey offerings were heavy on Christmas and prices ranged from 20 to 28 cents a pound. Geese sold at 15 cents. Butter, honey and meat are more plentiful than a year ago, but potatoes are scarcer.

Lumbering.—Lumbering was delayed in the woods for want of snow. Loading will be brisk during January and more than the usual number of teams will be employed to catch up with the haul. The demand for high grade lumber is brisk in the Ottawa valley.

Manufacturing.—Quietness prevails in the local mica factories. Clothing factories are busy on next autum's orders. The mild weather hurt early winter trade.

CONDITION OF PARTICULAR TRADES.

Printers and publishers were busy. Bank note production is swelled by many outside orders. Except in the overcoat branch garment workers were actively employed. Butchers were busy. The leather industry was quiet. Some stores have been laying off salesmen after the Christmas rush, but the majority of houses will retain all the help as the quiet period in business is expected to be less marked than usual in the mid-winter season. Furriers were busy. Hotel employés and theatre hands were busy and more than ever before were engaged this winter in Ottawa. Railway traffic except for Christmas visiting was quiet. Usual winter staffs were employed in all branches of transport. Building was very active for the winter. There was a plentiful supply of both skilled and unskilled labour, however, as the number of small houses under construction is smaller than last year. The metal trades were busy. Electric linemen were actively employed. The woodworking trades were less rushed than last month.

KINGSTON, ONT., AND DISTRICT.

Mr. William Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

December was an active month, industrially, in Kingston. Labour generally was well employed. The demand for all kinds of labour was above the average for this season of the year. During the month representatives of the

Wilbur Iron Mine Company held a conference with the City Council. At the meeting a proposition to erect a concentrating plant in Kingston at an approximate cost of $160,000 was presented. At the final meeting of the board of works a statement was presented showing that $24,125 had been expended in local improvements during 1910. There were 1,690 building permits issued during the year. The value of building operations here during the year will probably total a quarter of a million dollars. The exports from Kingston to the United States during October and November were: $9,758.65, more than they were during the same period in 1909. The local import duties during November amounted to $24,776.90, an increase of $3,200 over the same month last year. For the season 1910, the amount of grain that arrived at this port was 14,959,418 bushels. One hundred eighty-eight cargoes came through the Welland Canal. During the year 9,650 tons of coal, and 445 tons of flour arrived here. The quantity of grain brought here this year constitutes a record. The fire losses at Kingston this year only totaled $11,000.

During the month a deputation representing Kingston and district waited on the Honourable the Minister of Railways and Canals about the closing of the Rideau Canal. A request was also presented for improvements to the Canal. It was intimated by the Minister that actual navigation needs would have to take precedence.

The annual reports of banks represented locally, are showing evidences of marked prosperity. Wholesale houses report an active month. Retail houses of all kinds had the usual Christmas volume of business, and cash receipts exceeded those of last year. There were no changes in the hours of labour, rates of wages, strikes, or lockouts reported during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture, fishing, mining and railway construction were quiet during the month; while *lumbering, manufacturing* and other industries were active.

CONDITION OF PARTICULAR TRADES.

All branches of the building trades, the metal, engineering and shipbuilding trades, as well as the wood-working branches, continued active considering the season of the year. Printers, clothers, tanners, curriers, barbers, broom makers, clerks, delivery employés, furriers, hotel, restaurant, theatre and laundry employés reported an active month. All branches of the transportation business reported an active month. Towards the end of the month heavy snow storms caused blockades, and the slow moving of freight in this district. Unskilled labour reported an active month.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. J. Arthur Sharp, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour situation in this district has shown very little change from last month. Outdoor workers, however, had a quiet month. Manufacturing lines showed the same activity as last month. The Bonnerworth Company, Limited, may erect a factory here; it is asking the city to assist them by a loan of $12,000 without interest and exemption from municipal taxes for a period of ten years. They will manufacture worsted yarn. C. E. Hittman is asking the city the right to lay mains on the streets to convey natural gas. These two by-laws will be voted on at the time of the municipal elections. Messrs. Rose and Hickey have been awarded the contract for the extentions and improvements to the Peterborough Post Office; the amount of the tender is a little in excess of $8,000.

An order was made by Honourable Justice Sutherland at Osgood Hall for the winding up of the Canadian Cordage Manufacturing Company, Limited, on the ground that the Company was insolvent. The nominal assets of the Company over and above all liabilities are over $200,000. The committee rep-

resenting the citizens sent a cable order to Taylor and Company, Loughborough, England, for a chime of eleven bells; they will cost $5,600, and will be placed in St. John's Anglican Church. The Charlotte Street Methodist Church is preparing plans for a new church. They have $40,000 subscribed at present; work will be started in the early spring. Over five hundred immigrants have been placed from the local immigration office during this present year. Since the office was opened here four years ago fifteen hundred have been supplied with places. Most of them have been sent to farmers.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There was a good demand for farm produce and good prices prevailed.

Lumbering.—Lumbering is not so extensive as for several years past. Fifty men employed by the Gull River Lumber Company were thrown out of work by the breaking up of the Hawk Lake Camps, enough timber having been already cut for the season.

Manufacturing.—The various industries are running full time.

Railway construction. — Conditions were quiet, but preparations are being made for a larger amount of work in the coming spring.

CONDITION OF PARTICULAR TRADES.

The building trades were quiet. Plumbers were active. Iron moulders, iron workers and helpers, coremakers, machinists and engineers were active. Electrical workers and linemen were also active. Brass workers were rather quiet. Wood workers were active. Printers had a good month. Journeymen tailors and garment workers were active. Bakers and confectioners had a very busy month. Butchers and meat cutters also had a good month. Leather workers were busy. Railway and street railway workers were active. Unskilled labour was fairly well employed.

DISTRICT NOTES.

Lakefield.—The Electric Light Company has started operations on the new power house.

Young's Point.—Mr. John Miller is erecting a sawmill on the site formerly occupied by Mr. E. Young's mill.

Lindsay. — Horn Brothers, woollen mills, are erecting an additional storey to their blanket department. Active conditions prevail in every department.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Employment was more general during December than is usually the case at this season. The building trades continued active, the weather during most of the month being favourable. The influx of unemployed from outside places has been small as compared with previous years. The holiday trade set in earlier than usual and the volume of business showed a considerable increase, giving temporary employment to many as extra help. The discontinuance of civic work and the general slackening of industrial activity, which always occurs at this season has thrown a number of men out of work, but general conditions are decidedly more favourable than in recent winters. Snow storms towards the end of the month furnished work at snow-clearing for a number. The report of Park Superintendent James Wilson shows a total expenditure for the year on parks and exhibitions of $286,954, of which $145,764 was for maintenance. The City Engineer's annual report shows that upwards of $4,000,000 has been expended this year on new streets and sidewalks, repairs and incidental work in connection with his department. In connection with the approaching civic elections an unusually large number of money by-laws will be submitted to the ratepayers as follows: $1,157,293 for civic street railway lines in the northern and north eastern districts; $1,040,395

for the Bloor street viaduct; $824,400, for overflow sewers; $205,128 for the improvement of Ashbridge's Bay; $102,-564 for the improvement of highways leading into the city, and $51,282 for the Western Hospital. About seventeen miles of concrete poles for the civic lighting plant have been put in place by the Civic Electrical Department. A permit has been issued for an addition to the public school on Avenue Road to cost, $40,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers are generally in a prosperous condition, having had a good year. They were principally occupied with the care of stock and attending market. There was a heavy demand for produce for the Christmas season and good prices were obtained. Until quite late in the season applications were made for additional help and there is every prospect that as soon as spring opens the services of farm labourers will be eagerly sought for.

Manufacturing.—Many lines of industrial activity were quiet especially towards the close of the month, excepting those which cater to the holiday trade, which were busy. Many of the plants closed down about the new year for a week or two for repairs and stock taking.

Railway construction. — Operations have slackened since the setting in of cold weather but were still carried on to some extent. The cut-off of the Canadian Pacific Railway between Mimico and the terminals at West Toronto will be ready for operation in a few days, as the Grand Trunk has almost completed the interlocking plant at Mimico, where the new construction branches off. This will enable the Canadian Pacific Railway to forward through freight *via* North Toronto and relieve pressure at the Union Station yards. The Canadian Pacific Railway Company has purchased about four acres of land adjoining its right-of-way on the corner of Bloor and Dundas streets.

CONDITION OF PARTICULAR TRADES.

A number of outdoor workers including builders' labourers, bricklayers, masons and carpenters, were laid off, but a considerable proportion of these trades found steady work as far as the weather permitted. Indoor workers on buildings were generally well employed on unfinished contracts. Machinists, moulders, blacksmiths, boiler makers, structural steel workers and sheet metal workers found trade considerably quieter than last month. Electrical workers, excepting those engaged on city work, were also slack. Brass workers were quiet. Silversmiths and jewellers were busy. Woodworkers had generally steady employment. Piano workers were active. Printers, book binders and allied trades had a good month. Custom tailors were busy. Garment workers, hat and cap workers, boot and shoe workers and furriers had plenty of work. Harness and leather workers were fairly well employed. All classes engaged in food and tobacco preparation had continuous work. Hotel and restaurant employés, barbers and laundry workers were active, especially during the latter part of the month. Clerks, salesmen, delivery men and all engaged in connection with the retail trade were very busy up till Christmas. Railway and street railway employés, teamsters and expressmen were busy. Unskilled labour was more in demand than is usual at this season, but a large number were out of work.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Unusually cold weather and heavy snowfalls characterized December, and the result was a decided disturbance of industrial conditions. Out-of-door operations in the building trades were stopped, and certain other lines of employment

suffered interruption. Counterbalancing features were the employment of a few snow-shovellers by railways and the extra holiday work for salespeople, delivery employés and trainmen. Both wholesale and retail interests reported a good holiday trade. There was a demand for money for industrial, building and real estate investment. A company was formed, charter applied for and factory-building secured for the manufacture of goods from waste products. Shavings, sawdust, &c., combined with cement, form a substitute for certain lines of wooden-wares. The new free mail delivery system will be organized in January. About $10,000 was raised for the erection of the King Edward Memorial Home for nurses, as an adjunct to the general hospital. Master barbers at the north-end of the city organized for the regulation of open hours for their shops.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agricultural operations will be entirely stopped until March.

Manufacturing.—Manufacturing concerns were generally busy, and employing full staffs.

Railway construction.—Railway employment was generally good. There was a noticeable increase in freight traffic about the middle of the month, and the holiday passenger traffic was heavy.

Other industries.—Unfavourable weather considerably checked the operations of the Ontario Power Company, but a large number of men were steadily employed even under adverse conditions.

CONDITION OF PARTICULAR TRADES.

Masons, bricklayers, carpenters, plasterers, painters and builders' labourers all suffered loss of employment through bad weather. There was considerable work for carpenters and bricklayers if weather conditions should permit the resumption of outdoor operations. Plumbers, gas and steam fitters were fairly active. In metal-working plants employment was steady and good. Electrical workers were also active, but linemen were quieter. Journeymen tailors were active. Employment was good in the shirt, suspender and tie factories. The hat factory employed additional hands and apprentices. Bakers and butchers were active. The shredded wheat biscuit factory was very busy. Barbers were active. Salespeople, office employés and delivery men had a busy month. Hotels and restaurant employés were quiet, laundry workers were active. December was a good month for all classes of railway employés. Cab drivers were quiet, teamsters and expressmen, busy. Unskilled labour found less employment than for nine months previous.

DISTRICT NOTES.

Welland.—Manufacturing concerns were very active. The Dain implement factory was running overtime. The Billings-Spencer plant has been running day and night, and will be enlarged. The Beatty ship-building and machinery works secured heavy orders and increased its staff of workmen. The Page-Hersey Tube Company and the Ontario Iron & Steel Company have pay-rolls aggregating $40,000 per month, while the Beatty plant pays about $15,000 per month.

Ridgeway.—The planing mill is being enlarged.

Port Colborne and *Humberstone.*—The foundry, recently burned, will be re-built. A summary of the season's business at the Government elevator shows that, although the grain trade was at a low condition all summer, the elevator paid expenses, paid for extensive improvements to its equipment and had a balance for capital account. Marine men state that it was instrumental in keeping grain transportation rates via the all-Canadian route very low. Its operations were as follows:

	Bushels.
Total grain handled	3,309,000
Previous season	1,747,550
Transhipped for Montreal	2,000,000
Unloaded for local milling points	1,041,000
Lighterages for Port Dalhousie	43,600
Lighterages to barges	225,000
Storage at close of navigation	809,000

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

General activity prevailed in the labour market for December. The building trades which have enjoyed one of the best seasons in years, showed some abatement in activity owing to weather conditions preventing outdoor operations. The assessment returns for the city show an increase in population of 345, and an increase in the assessment of $371,807. The civic Board of Works report showed twenty-two streets graded, twenty-five repaired, several cindered, 17,900 feet of concrete curbing, and 26,000 feet of concrete sidewalks laid, over 2 miles of sewers laid, besides a large amount of other work. The concrete curbing and walks were done by day labour. Christmas trade proved unusually heavy, merchants reporting it the best in many years. Shipping through the Welland Canal showed a new record this year. Six hundred more vessels of all kinds passed through the canal than last year, the total this year being 2,656. The bulk of the cargoes, consisting of grain down and coal up. Notwithstanding the rate-cutting by American lines, Canadian boats carried the bulk of the grain from the Canadian North-west this season

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work in this line is now confined to light work between seasons.

Manufacturing.—All mills, factories and works were from active to busy. Canning factories worked well up into the month, but are now winding up the season's work, which has been very heavy.

CONDITION OF PARTICULAR TRADES.

The building trades had a good month's employment. All lines of engineering and metal trades were well employed. Woodworkers, upholsterers, varnishers and polishers, woodcarvers, carriage and wagon makers and coopers were active. The allied printing trades were all busy. Journeymen tailors were busy, as were also boot and shoe workers. Bakers and confectioners, butchers and meat cutters, cigar makers and tobacco workers were active. Tanners and curriers, leather workers, saddlers, trunk and bag makers were active. Barbers, clerks, stenographers, delivery employés, furriers, hotel and restaurant employés, and laundry workers were busy. All lines of transportation were busy, with a heavy volume of trade. Unskilled labour was active.

DISTRICT NOTES.

Port Dalhousie.—Labour was well employed for the month. Fire destroyed the Grand Trunk Railway Company's grain elevator here, on December 7, and with it the oil house, ice house, coal sheds and 200 feet of the harbour wharf. A fire steamer arrived from St. Catharines in time to save the Maple Leaf Rubber Company's warehouse. It was the worst fire Port Dalhousie has had in many years. The loss to the Grand Trunk Railway Company is estimated at $25,000. A contract has been let for the building of a new boat by the N. St. C. & L. Railway Company to ply between Port Dalhousie and Toronto, next season.

Merritton.—All mills and factories were running full time.

Thorold.—Labour was active to busy.

HAMILTON, ONT., AND DISTRICT.

Mr. P. Obermeyer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the various branches of the city's industrial life were active during the month. The manufactures continued busy, and the demand for skilled workmen by some of the new industries, as the buildings approached completion, absorbed all available labour. The usual seasonable slackness in the building trades was not as pronounced as usual. Building permits for December, 1910, were valued at $49,550. The year's per-

mits totaled in value $2,604,605; in 1909, $1,623,100, an increase of $981,505 this year. Bank clearings for the month were $9,578,521; December, 1909, $8,646,926. Clearings for the year were $101,226,496; 1909, $84,853,936. Retail merchants reported the Christmas trade the largest in the city's history. The Retail Grocers' Association is taking a vote of its membership on a proposal to close stores at 9 P.M. Saturdays. Most of the stores are kept open until 11 P.M.

Ontario Hydro-Electric Commission power was installed in the city's waterworks pumping-station December 21. The City Council has recommended next year's council to increase the wages of the city fire department empoyés seven per cent., the increase to go to a benefit fund, which is to be incorporated. Male assistant teachers in the Collegiate Institute have been granted an increase in salary of $100 per year. The minimum salary is raised from $1,200 to $1,300, and the maximum from $1,600 to $1,800. Industrial Commissioner Mulliss reported that new industries representing an investment of over $4,000,000 located in the city during the year.

Busy conditions continued during the month among the manufactories, and skilled workmen and labourers were fully employed. Inquiry was made for machinists, pattern makers, metal polishers, stove-mounters, millwrights, woodworking machine hands, boxmakers, sewing machine oprators and hand sewers on garment work.

The wages of Toronto, Hamilton & Buffalo Railway engineers were raised from $4 to $4.25 per 100 miles for freight engineers, and from $3.75 to $4.15 for passenger engineers, making their scale the same as Canadian Pacific Railway engineers.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—The Diamond Flint Glass Company has purchased ten acres of land in the east-end factory district, and will erect a large glass factory thereon. The Company manufactures jars, bottles and canners' packages by automatic machinery.

The Egg-O-See Baking Powder Company has removed to this city from Regina, Sask.

The Robinson Box Manufacturing Company, of Lowell, Mass., has established a factory here. It has taken temporary quarters in the old Hart Emery Wheel Company building, and will build a new factory in the spring.

The Dominion Power & Transmission Company will install a new 8,500 horse power generator to cope with the increasing demand for electric energy. The Company has taken out a building permit for a third sub-station. Orders have been placed for a supply of new and modern cars for use on its Radial railway lines.

Application for a Dominion charter is being made by the Imperial Traction Company for authority to build and operate electric railway lines in districts between Niagara Falls and Sarnia. Hamilton will be a terminal of two of its electric lines, and the promoters state work will begin from here in the spring, if their application is granted. The lines from Hamilton will be to Guelph and to Brantford.

The Toronto, Hamilton & Buffalo Railway Company is acquiring property to extend its Aberdeen avenue yards.

CONDITION OF PARTICULAR TRADES.

The building trades as usual slackened off somewhat during the month, but inside workmen found enough to do. Iron and steel workers were busy, as were woodworkers. The printing trades were rushed with work, also the clothing trades. Tobacco workers and cigarmakers were busy most of the month, but were off duty over the holidays. Boot and shoe workers had a fair month. Bakers, confectioners and butchers were very busy. Barbers, clerks, delivery emlpoyés, hotel and restaurant employés and laundry workers were all employed. Transport employés had an exceedingly active month, as had street railway men. General labourers were more fully employed than is usual at this time of year. Ice cutting will probably begin the first week in January, and will absorb any unemployed labourers

who may be available. About 350 men are usually employed during the progress of the ice harvest.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed during December. Though not as active as in November conditions were better than in the corresponding month of last year. Considering the time of year the building trades were busy. The iron trades were especially busy, and prospects are very bright. The Waterous Engine Works Company has taken out a permit for a $45,000 addition. The large additions for the Penman Manufacturing Company, and the new factory of the Ham & Nott Company, are being erected as rapidly as weather conditions permit, while the Cockshutt Plow Company is contemplating large additions to be erected in the spring. Merchants, wholesale and retail, had a busy month. Christmas trade was exceptionally brisk, due largely to the steady employment of labour, particularly during the past few months. So far as steady employment is concerned, the past year was perhaps the best in many years, and prospects for 1911 are very bright.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Manufacturing continued brisk; overtime was worked, and further factory additions are being arranged for.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons found employment as active as weather permitted. Considerable brick was laid during the month. Carpenters and joiners were from active to busy, the majority being in the first class. Lathers and plasterers were active. Painters and decorators found work a little quiet. Plumbers, gas and steam fitters were active, and in some cases busy. Iron moulders, coremakers, machinists, engineers, electrical workers, blacksmiths, boilermakers and sheet metal workers were busy. Metal polishers, buffers and platers in most cases were busy. Stove mounters were not very active. Horseshoers were active. Linemen were quiet. Woodworkers and pattern makers were busy. Carriage and wagon makers and coopers were active. The printing and allied trades were busy. Tailors, tailoresses and shoe workers were busy. Bakers and confectioners were busy. Cigar makers and tobacco workers were active. Leather workers and saddlers were active. Barbers, clerks, delivery employés, hotel and restaurant employés were steadily employed, and were particularly busy during the Christmas season. Laundry workers were busy. Railway trackmen were active. Freight handlers and draymen were busy. Street railway employés, carters and teamsters were actively employed. There were not many unskilled labourers unemployed.

DISTRICT NOTES.

Paris.—Labour generally was well employed. The fabric mills still require more operators. Steady employment, under good sanitary conditions, is offered those desiring work.

GUELPH, ONT., AND DISTRICT.

Mr. Wm. Drever, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during December continued active though building operations were practically at a standstill, with the exception of work on the new Canadian Pacific Railway station, which is being rushed to completion. Manufacturing plants were generally busy, with orders ahead in most cases, and prospects of an active winter. At a joint meeting of a committee from the Board of Trade, the Co-operative Association and the Trades and Labour Council it was decided to start a Co-operative Furniture factory, provided sufficient capital, namely $10,000, can be raised. Subscription

sheets are now being circulated, shares being placed at $10 each, bearing six per cent. interest. Wholesale and retail merchants report an exceptionally busy month, the Christmas trade in almost every line showing marked improvement over last year. The Provincial Winter Fair, which was held from the fifth to the tenth of the month proved to be the best on record, both in point of attendance and number of exhibits. At a conference of the City Council and Winter Fair Board it was decided to have plans prepared for enlarging the winter fair building, further accommodation being deemed necessary. A settlement has been reached in the dispute between the Brussels carpet weavers and the Guelph Carpet Company, whereby the firm agrees to employ seven of the eleven men who still remain in the city. Wages to be the same as when the men ceased work.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were occupied mainly with the care of stock and marketing produce. The Christmas market was one of the largest of the year, good prices being realized for produee. Turkeys ranged from 22 to 25 cents a pound, chickens, $1.10 to $1.25 a pair and geese 10 cents a pound. Eggs sold at 40 cents a dozen, butter sold at 30 cents a pound; honey at 20 cents a pound. Apples brought from 20 to 50 cents a basket, according to quality.

CONDITION OF PARTICULAR TRADES.

Bicklayers and masons reported a dull month, with carpenters, lathers, plasterers and painters fairly busy. Plumbers and steam fitters had an active month. Iron moulders, coremakers and tube mill workers were busy. Machinists and electrical workers were well employed, also stove-mounters and blacksmiths. Piano and organ workers had a fair month, with carriage and pattern makers active. Printers and allied trades were well employed. Journeymen tailors and garment workers had a fair month. Bakers, eonfectioners and butchers were very busy. Hotel and restaurant employés had a very active month. Unskilled labour had a fair month, with the supply in excess of the demand.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of December was a busy one, especially among factory employés, many of whom had to work overtime. Activity in industrial establishments exceeded that of the corresponding month of last year. Other labour was well employed. Good progress was made in construction work. The Dominion Sugar Beet Factory completed its season's activity in the early part of the month and reported the most successful year in the history of the Company, the supply of beets being of unusually good quality and the percentage of sugar high. The total output of sugar during the season was 5,250,000 pounds, or 17,500 barrels. This was an increase of 2,250,000 pounds over the production of last year. Shipments, commercial activity and bank clearings were more active than in many years. Wholesale and retail trade was very good. There were no changes in rates of wages or hours of labour, except among outdoor workers who were on short time owing to seasonal causes.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were fully employed during the last part of the month in the hauling of hay, wood, saw logs and marketing produce. There was a large offering of poultry on the market, Christmas turkeys selling at from 25 to 28 cents per pound, 30 cents being asked for choice ones. Geese sold for from 15 to 17 cents per pound; ducks, 90 cents a piece; chickens, 50 to 75 cents each; dressed hogs $10 per cwt.; beef, hindquarters, 10 cents per pound, and forequarters 9 cents per pound. Eggs sold at 35 cents per dozen.

Lumbering.—Active conditions prevailed.

Manufacturing.—Very busy conditions were reported, most of the furniture factories working overtime, as were the Jackson & Cochrane foundry, the McBrine Trunk and Bag factory, the Berlin Robe & Clothing Company, the Berlin Interior Hardwood Company, the Berlin Felt Company and others.

Railway construction. — Construction on the People's Railway progressed satisfactorily.

CONDITION OF PARTICULAR TRADES.

Plumbers, gas and steam fitters were active, but the other building trades were somewhat quiet. Active conditions prevailed in the metal, woodworking, printing, clothing, food and tobacco preparation, leather, miscellaneous and general transport trades. Unskilled labour was inactive during the latter half of the month.

DISTRICT NOTES.

Labour in Waterloo, Elmira, Galt and Preston was well employed, with manufacturing establishments very busy, overtime being worked in some cases.

WOODSTOCK, ONT., AND DISTRICT.

Mr. J. Markey, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Industrial and commercial conditions were probably as active and encouraging last month as for any Christmas season in the history of the community. Christmas business in all departments was reported good, and in many cases exceptionally good. Practically all the factories were busy, some of them rushed. The wagon factories were working to full capacity. The piano and organ factories and the Canadian Furniture Manufacturers were very busy. The Oxford Knitting Company was very busy, and in need of girl help, as usual. The James Stewart Manufacturing Company (stoves and furnaces) reported trade better than usual. The Richard's Pure Soap Company reported business above the average for this season.

CONDITION OF LOCAL INDUSTRIES.

Work is being rushed on some new factories recently secured for the city, and there is the promise of some others at an early date. Altogether it may be said that the industrial conditions here were never better. There is some demand, though not a great deal, for skilled workmen, chiefly for the piano, organ and furniture trades. There is no longer a demand for unskilled labour, due to the fact that so many men who were employed on the farms during the summer have now returned to town.

CONDITION OF PARTICULAR TRADES.

There is still some work in the building trades, and bricklayers, carpenters and joiners, lathers and plasterers were fairly busy. Painters and paper hangers were busy. Plumbers seemed constantly busy. Moulders and iron workers generally were well employed, though this was not the busy season in the stove and furnace trade. Stove mounters and blacksmiths were busy. Wood-workers, upholsterers, varnishers and polishers, wood carvers, carriage and wagon makers were busy, and there was demand for skilled men in those trades. The printing trade was very good, but there was no demand for men. All garment workers were reported busy. Bakers, confectioners, butchers and cigar makers reported business very good. Tanners and leather workers reported business steady. There was plenty of work for unskilled labour.

STRATFORD, ONT., AND DISTRICT.

Mr. Joseph T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued active during December; considerable outside

work being done, such as shovelling snow and finishing the season's work in the building line. Building permits to the value of $1,583 were isused. In manufacturing prospects are good for a steady winter's work. A number of men were engaged in finishing the stringing of wires for Hydro-Electric Niagara power and current was turned on in parts of the city. Contracts were awarded for civic improvements and buildings which will be carried out next year. Wholesale and retail merchants reported business very good, especially the holiday trade. The customs' returns for November were $12,405.10, an increase of $1,000 over the corresponding month of last year. There was no trouble in the labour market during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were busy during the month feeding their cattle and marketing. The market for the Christmas trade was well attended.

Turkeys sold for 20 to 23 cents per pound.
Geese, $1.40 to $1.50 each.
Ducks, 75 to 80 cents each.
Chickens, 40 to 50 cents each.
Eggs, 30 to 35 cents per dozen.
Butter, 25 cents per pound.
Apples, $1.50 to $1.75 a bag.
Potatoes, 75 cents a bag.

Manufacturing.—All industries have been very busy. Railway shopmen were well employed.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, lathers, plasterers, painters and paper hangers reported very little new work this month. Plumbers and tinsmiths were very busy. Iron moulders, iron workers and helpers were active. Machinists, engineers and electrical workers were busy. Blacksmiths and boilermakers engaged in the factories were busy. Wood workers, upholsterers, varnishers and carriage and wagon makers had a busy month. Coopers and stave workers had a good month. Printers were very busy, especially ad. hands. Journeymen tailors and all engaged in the factories were active. Bakers, confectioners and butchers had a busy month; cigar makers were active. Harness makers did a good trade. Barbers, clerks and delivery employés had a busy month. Hotel, restaurant and laundry workers were busy. Railway conductors and locomotive enigneers, firemen and trainmen were active. Freight handlers and expressmen were busy. Cab drivers, draymen and teamsters had a busy month. Unskilled labour had a very good month.

DISTRICT NOTES.

Goderich. — The re-building of the Grand Trunk Railway station has been pushed along rapidly and the workmen are engaged on the interior.

St. Marys.—All establishments were busy here. The farmers in the vicinity were busy drawing timber and cord-wood to town.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During the month of December and up to Christmas business was exceptionally good in all the foundries and manufacturing establishments, and a lot of overtime was worked to get orders out; but a number of firms closed down from Christmas until the beginning of the new year, for stock taking purposes. The railroads were extremely busy. Very little was done by outside workers during the month. Retail trade was very good, and Christmas trade heavy. One interesting feature was the few cases of absolute need discovered by the societies who dispense Christmas cheer. The prices of chestnut and mixed anthracite coal advanced from $7.00 a ton to $7.25 and $7.15 respectively on December first. Christmas turkeys went up from 22 to 25 cents a pound. The manufacturers of the city are pleased at the item of $60,000 placed in estimates by

Dominion Government for improvements to Port Stanley Harbour, which is the lake port for this city. The Forest City Bent Goods Company organized in this city, has secured a site, and will immediately commence to manufacture. At the last session of the City Council the rate to be paid city teamsters when employed by the city was increased from 45 cents to 50 cents per hour for team, wagon and driver. At the same meeting the city firemen received increases as follows: Chief, from $1,500 to $1,600 per year; assistant chief, $1,000 to $1,100; first year men from $1.50 to $1.75 per day; second year men from $1.80 to $1.95 per day; third year from $2.00 to $2.15; and fourth year from $2.10 to $2.25.

CONDITION OF PARTICULAR TRADES.

There was very little work in the building trades during the month. Moulders, iron workers and machinists were busy. Eletcrical workers were very busy. Metal polishers, stove mounters and brass workers were busy. Wood workers, carriage and wagon workers, and coopers were busy. Car builders were working but five days a week. This has been a very active month for printers, pressmen and electrotypers. Tailors, garment workers and boot and shoe workers were very busy. Bakers and confectioners were extremely busy. Cigar makers were mostly laid off for ten days for stock taking. Tanners and curriers were busy. Broom makers were busy. Furriers were exceptionally busy, and working overtime. Railroad hands, and more especially train crews, were busy. There is no employment for unskilled labourers at outside work, but quite a number have got inside work for the winter.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The advent of cold weather during the latter part of November and throughout December prevented outside work in the building trades and closed the building season with the exception of a few inside contracts. In local industries, and on the railways, the month was favourable. A considerable number of trainmen were added to the working staffs of the railways, and the regular men had a busy month. Skilled labour was only fairly well employed, the supply being slightly in excess of the demand. Local merchants reported Christmas trade brisk. The foundation has been completed for the new Monarch Knitting Company, and the factory will be rushed to completion once the weather is sufficiently open. The Hydro-Electric plant is about ready for operation, but the installation of the lights has not yet been completed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The markets were well attended during Christmas week with buyers and sellers. Good prices prevailed, with a plentiful supply of fowl.

Manufacturing.—Local industries reported December a busy month.

CONDITION OF PARTICULAR TRADES.

Mechanics employed in the building trades were obliged to discontinue outside work on account of the cold weather. A number of inside contracts were being completed during the month. With a continuance of cold weather, there will be little or nothing done in the building trades until spring. Railway shop moulders, machinists and metal workers were fairly well employed during December. Printers were busy. Journeymen tailors reported a quiet month. Railway traffic employés were busy during the month of December. The working forces were added too, considerably, in anticipation of a brisk winter's business. While there were no cases of distress reported among unskilled labourers, there were a few idle men seeking employment. Altogether the supply of unskilled labour was slightly in excess of the demand.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during December showed very little change compared with November. Employment was good in practically every branch of industry. The municipal works continued to employ a large number of men who during the year constructed over six miles of cement walks in the city. All municipally aided industries in the city have made a better showing for 1910, than ever before. The Chaplin Wheel Works, Wolverine Brass Company, Dowsly Spring and Axle Company and Chatham Bent Goods Company have all employed more men than the agreement with the city calls for and all the firms worked overtime during the whole of December. Planing mills and carriage and wagon factories were particularly busy, all were working full time. The ice companies began harvesting the ice crop the last of the month, but finds considerable difficulty to secure labourers. The building trades have had plenty of work. Outside men, of course, were working nine hours. Inside men full time, and prospects seem good for plenty of work during the balance of the winter.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were less active than the preceding month and were merely marketing their products. Grains of all kinds remain firm in price, but hogs, live weight, have fallen in price from $9.50 in June to $6.50 in December. Beef sold for 8 cents for front quarter, and 10 cents for hind quarter. Butter and eggs remain firm. Butter, 30 cents and eggs, 35 cents per dozen. The price of poultry at the Christmas market was the highest on record: Turkeys, $2.00 to $5.00; geese, $1.50 to $2.50; ducks, 75 cents to $1.00, and chickens, 35 cents to 75 cents. Clover hay was $9.00 a ton, timothy, $10.50.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were practically idle. Carpenters and joiners on interior finish were busy. Painters and paperhangers were quiet. Plumbers, gas and steam fitters were busy. Builders' labourers were fairly well employed. Iron moulders, machinists, engineers and electrical workers were busy. Metal polishers, buffers, platers and brass workers were very busy. Blacksmiths, boilermakers had a fair month. Sheet metal workers were quiet. Horseshoers were busy. Woodworkers, upholsterers, carriage and wagon makers were working overtime. Printers, pressmen and book binders reported a busy month. Journeymen tailors and garment workers and boot and shoe workers were well employed. Bakers, confectioners, butchers and meat cutters, cigar makers and tobacco workers were active. Barbers, clerks, stenographers, delivery employés, hotel, restaurant and theatre employés and laundry workers had a very good month. Railway trackmen, freight handlers, street railway employés, carters, draymen and unskilled labour were well employed.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was well employed with the exception of the bricklayers and labourers who had to stop work on account of the cold weather. As soon as it moderates they will be back at work, as there is plenty to do. There are about forty houses and stores under way, which will keep the building trades well employed all winter. There were forty-four building permits issued during the month of November, the largest number in the history of the city, with a valuation of $84,200, mostly houses that will rent from $12 to $15 per month. For the first eleven months of this year there have been 226 permits issued, an increase of fifty over the number issued for the first

eleven months of last year. The total valuation of the year amounted to $369,340. Custom returns show, for November, 1910, $99,503.30, as against $80,125.69 in November, 1909. At the municipal election in January, the electors will vote on a by-law to decide whether or not the city will be governed by a commission. Wholesale and retail merchants reported the best Christmas trade they ever had.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Manufacturers were working full time.

CONDITION OF PARTICULAR TRADES.

Owing to the cold weather bricklayers and masons were not very busy, but the other building trades had plenty of work. Iron moulders and iron workers were busy. Electrical workers were very busy. Blacksmiths and horseshoers were busy. The woodworking and furnishing trades were fairly busy. Printers and pressmen were well employed. The clothing trades continued good, and employment was steady. Boot and shoe workers were busy. The food and tobacco industries were busy. Leather workers were busy on repair work. Barbers, clerks, delivery employés, hotel, restaurant and laundry workers were busy. Transportation on the railways was good. Street railway employés were well employed. Teamsters were not very busy. Unskilled labour was equal to the demand.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was fairly well employed during December, but, as is usual, at this season of the year, building operations have ceased, leaving a number employed in the building trades idle. Jewellers and kindred trades were very busy during the month. Commercial and business activity was satisfactory. Hours of labour were decreased for those working during daylight. The past year has been the most successful in the history of the town. Business was good in all lines. The number of buildings erected was greater than ever previously. Labour was fully employed during the year, a scarcity prevailing in some branches. The new works under construction by the Lake Superior Corporation are being carried on with vigour. During the past year several miles of cement sidewalks were laid, as well as a number of sewers. By-laws will be voted on by the ratepayers on January 2, as follows: $30,000 for a new school; $34,000 for sewers; $30,000 for sidewalks; also for the appointment of a Park Commission, according to the Ontario statute in that behalf.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—This industry was inactive.

Fishing.—Normal conditions prevailed.

Lumbering.—Operations were brisk.

Mining was normal.

Manufacturing.—Brisk conditions were reported. The pulp and steel mills, blast furnaces and the various small manufacturing plants reported business good. The building trades were quiet from seasonal causes, but the other skilled trades were active.

DISTRICT NOTES.

Steelton.—By-laws will be voted on in this municipality as follows: $48,000 for a lighting plant; $6,000 for fire protection and prevention; and $5,000 for cement walks. A bonus to the Dominion Tar & Chemical Company, of London, Eng., which will handle the by-products of the Lake Superior Corporation coking plant, will be voted on.

PORT ARTHUR AND FORT WILLIAM, ONT., AND DISTRICT.

Mr. Fred. Urry, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The employment of labour for December has been lighter than the previous

month, and on the whole a little lighter than the corresponding month of last year.

No new industries have started, and with the closing of navigation early in the month everything settled down to the quiet of the winter. The active building season is over and many building operatives are idle or have left for bush or railway work. There has been no exceptional activity in any particular trade. On the whole, merchants have found Christmas trade this year lighter than they expected. There has been no unrest in any of the trades, and no new unions have been started or boards or associations formed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy with their winter work. Fire wood, ties and poles are coming in to the cities and railway sidings. The roads are in the best condition.

Lumbering.—Lumber and tie camps are fairly busy.

Railway construction.—Men have been recruited from these cities to the railway camps to the north.

Other industries.—The Blast furnace at Port Arthur is in operation, and it is reported that it will be kept going the whole of the winter. The grade of iron now turned out is the best, and there is a growing demand for it.

The dry-dock is progressing towards completion.

CONDITION OF PARTICULAR TRADES.

The building trades are quiet. Many men are on short time, and some find it difficult to get employment. The printing and allied trades have had a very busy month, the Christmas printing, followed by the muincipal election litreature, is held accountable for this. The newspapers are all exceptionally well housed in modern buildings and with the latest machinery are well equipped to deal with every branch of work. This applies to the *Times-Journal* and *Morning Herald* at Fort William, and the *Evening Chronicle*, of Port Arthur, for the past year and a half. The *Daily News*, of Port Atrthur, has just completed fine premises, and will move in early in the new year. Journeymen tailors have had a very quiet time; this has been especially disappointing during the Christmas month. There is very little work in the cities for unskilled labour.

DISTRICT NOTES.

The labour men of both cities are this year taking a direct part in the muincipal elections. The Fort William Trades and Labour Council have placed candidates in the field and have also indorsed the candidature of other men. The Port Arthur Trades and Labour Council have nominated four labour men, three English speaking and one Finlander. There are some 2,000 Finnish people in the city, mostly working people.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During December a large number of men returned to Winnipeg after completing the season's work in occupations where labour ceases during the cold months of the year. There still remains, however, a good demand for such men for work in the woods.

Activity in the retail trade created a demand for assistance in stores.

As compared with conditions existing at the corresponding period of last year, there are more men at work now than at that time; the demand for indoor assistance has also been greater.

For the year closing, the bank clearings show a gain of 23·60 per cent. over last year. The returns for the year are as follows, together with the corresponding figures for last year:

	1908	1909	1910
January	$48,755,463	$51,729,453	$69,703,144
February	37,665,201	41,211,683	52,677,562
March	41,126,609	49,707,694	60,067,844
April	41,393,487	54,395,883	70,546,417
May	44,003,603	55,916,690	70,380,839
June	39,154,282	49,452,797	69,889,227
July	42,119,516	70,701,664	78,409,478
August	36,938,567	46,796,404	72,588,070
September	47,478,626	60,827,428	76,951,048
October	73,794,782	97,862,843	104,341,220
November	86,080,626	116,569,351	126,717,720
December	75,601,239	95,477,412	100,142,569
	614,111,801	770,649,332	952,415,138

The percentage increases of the last seven years are as follows:—

1904 increase over 1903.....19·50%
1905 increase over 1904.....25·50%
1906 increase over 1905.....36·50%
1907 increase over 1906.....18·86%
1908 increase over 1907..... 4·70%
1909 increase over 1908.....25·50%
1910 increase over 1909.....23·60%

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—During the month the movement of the crop has been lighter than for the corresponding period of the year previous. Quite a number of the farmers are holding wheat and oats because of the lower prices prevailing and in consequence there is a large quantity of these grains in store at Fort William.

It is estimated that there is more fall ploughing done this year and more fallow than in any previous year; conditions regarded as very favourable for the crop of next year.

Building.—At the present time there is in progress an unusual amount of indoor work upon new buildings and the number of men employed is larger than for the corresponding period of last year. There is also a larger demand for skilled help in the building trades because of the larger amount of building taking place in cities and towns in the Prairie Provinces west of Winnipeg.

The following are the year's building statistics provided from the building inspector's office for 1910:

Months.	Permits	Buildings	Cost
January.....	76	97	$ 188,000.00
February.....	91	126	335,900.00
March.....	265	336	2543,150.00
April.....	496	610	2,320,900.00
May.....	497	579	2,104,450.00
June.....	273	467	2,413,700.00
July.....	296	331	1,065,600.00
August.....	427	482	1,447,800.00
September.....	287	330	814,350.00
October.....	270	310	531,150.00
November.....	711	189	371,200.00
December.....	51	59	970,250.00
Total.....	3,291	3,916	$15,306,450.00

On the sixteenth of December, 550 motormen and conductors in the employ of the Winnipeg Electric Railway Company went on strike to enforce the reinstatement of four discharged men. The cause of the dismissal of those men was the subject of an investigation under the Industrial Disputes' Act. The finding of the Board was not unanimous. Two members found that the Company was justified in its action, as the men discharged, in their opinion, broke rules which they agreed to respect. The third member of the Board did not agree with this finding. After the reports of the members of the Board had been placed in the hands of the Company a committee of the men waited upon the manager of the Company and asked that the men be reinstated. Their request was not granted. To enfore the demand the men went on strike on the twenty-third. The Company proceeded to operate their cars to a limited extent immediately following the strike and in the course of a few days had nearly a full service in operation. On December 30, through the intervention of a committee of citizens the members of the Street Carmen's Union agreed to end the strike on condition that the Company would reinstate immediately 200 of the strikers and subsequently, as vacancies could be found would take back another hundred. The strikers taken back were also required to sign an agreement to the effect that they would not interfere with any of the men who had been secured to take the place of strikers. The men selected by the Company to be taken back will be given the same standing occupied by them before the strike took place. The men whose reinstatement the Union tried to enforce will not be amongst those to be taken back.

Immediately after the strike took place an announcement was made in the public press by the manager of the Company to the effect that the men could have the option of coming back and assuming the same positions and standing as they left. The limit to this option was set for Tuesday noon following the strike on the Friday previous. Through the intervention of a committee of representatives of the City Council and the Industrial Bureau this option was extended one day longer. The men, however, refused to take advantage of the offer made by the Company.

Incident to this strike about thirty employés of the Manitoba Clothing Company went out on strike because they were asked to work on uniforms intended for the employés of the Winnipeg Electric Railway Company. The strike commenced on Wednesday, the 22nd instant, and had not been settled at the end of the month.

BRANDON, MAN., AND DISTRICT.

Mr. E. Fulcher, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During the past month, labour was not so well employed as during the previous month, but was equally as well employed as in the corresponding month of last year.

The sash and door factories, the machine works, and the pump works, were running full time.

Brickwork is still being done on the new Canadian Northern Railway station; it is expected that the outside will be finished in January.

Wholesale and retail business has been very good this year, owing to the good weather prevailing.

The Winter Fair Building and a warehouse formerly used by the Hughes Lumber Company have been fitted up for a temporary home for the inmates of the destroyed hospital for the insane. It is expected that work will commence in the early spring on a reinforced concrete building to take the place of the one destroyed by fire. The labour market was free from unrest.

CONDITION OF PARTICULAR TRADES.

The majority of bricklayers and masons were employed, though a complete cessation of work may come at any time. Carpenters and joiners were fairly busy. Lathers, plasterers and plumbers were dull. Builders' labourers were active. Machinists also were active. The allied printing trades were busy. Cigar makers were busy. Railway transport was active. Unksilled labour was dull.

REGINA, SASK., AND DISTRICT.

Mr. W. B. McNeil, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been a general slackening in all branches of the building trades during the past month; but the prevailing conditions were more favourable than in corresponding period of last year. By the end of the year, the buildings now under construction will be nearing completion, when it is expected a large percentage of the building trades will be unemployed, but taking into consideration the number of permits issued for blocks, warehouses, &c., the prospects for a busy spring are very favourable. Both wholesalers and retailers reported business as good, and on the increase.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Little or nothing is in progress as regards agriculture, though farmers are endeavouring to engage the immigrants who frequently arrive in the city.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons had a quiet month, conditions being less favourable than the peceding month. Carpenters and joiners were fairly busy, also lathers and plasterers. Painters and paperhangers were very quiet. Plumbers, steam fitters, stone cutters and builders' labourers had a fair month, with a marked falling off the latter part of the month. Electrical workers were quiet.

The printing and allied trades had a busy month. The journeymen tailors and garment workers had a busy month and reported business to be on the increase. Bakers and confectioners were fairly well employed, as were butchers. Cigar makers were busy. Barbers had a good month, but there was little or no demand for clerks and stenographers. Delivery employés were busy. Hotel

and restaurant employés were quiet. Laundry workers were very active, ironers being in demand. Freight handlers were busy, as also were hackmen, draymen, teamsters and expressmen. There is no demand for unskilled labour.

MOOSE JAW, SASK., AND DISTRICT.

Mr. T. Backus, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were satisfactory during the month of December, comparing favourably with the corresponding period last year. The weather was comparatively mild, and during most of the time outdoor labour was carried on. Even during the last few days of December civic labourers were to be seen with pick and shovel digging trenches for water pipes in some streets in the city. Work on the new oatmeal mill of the Saskatchewan Flour Milling Company has proceeded rapidly during the past month, and the building will soon be completed. The latest development in regard to this mill is the purchase of the necessary machinery, which it is claimed represents the most modern ideas and very latest principles in milling machinery. Retail merchants reported, on the whole, a very satisfactory turnover during the past month, although in some quarters the Christmas trade was hardly as brisk as was anticipated. From the standpoint of labour, the outlook for the winter is fairly satisfactory. Trade in many lines continues brisk; while in those in which weather conditions may necessitate a cessation of activity the workers for the most part have enjoyed a longer season of steady employment, and very little distress is anticipated.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were rather quiet, carpenters and joiners were fairly active. Lathers and plasterers were active. Painters and paperhangers were quiet. Electricians and linemen were fairly active. Iron workers, moulders, machinists were fairly busy. Printers and pressmen were very busy. Tailors, bakers, butchers and meat cutters and confectioners were all very active. Railway conductors, locomotive engineers, firemen, trainmen, switchmen, trackmen and freight handlers were all active. Barbers, clerks, delivery employés, laundry workers, teamsters and expressmen were busy. Unskilled labour was rather quiet.

SASKATOON, SASK., AND DISTRICT.

Mr. A. B. Jones, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market for the month of December experienced a decided slump. The building trades were practically at a standstill, which is not unusual at this season. A few buildings have yet to be completed. When these few jobs are finished building operations will, in all probability, close for the remainder of the winter.

The customs revenue for 1910 shows an increase over 1909 of over three hundred per cent. In 1909, the total figures were $97,001, and with ten and a half days yet to finish the year, the figures for 1910 are $291,117. The month of October showed the smallest amounts, while December shows the greatest, the figures being $18,533.21, and $35,000, respectively. Wholesale and retail trade continued very heavy throughout the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The absence of snow is causing considerable amount of inconvenience to farmers, the land being very dry. It is feared, if an abundance of snow does not come this winter there will not be sufficient moisture in the ground to warrant a good crop.

Manufacturing.—The brick and lumber manufacturing firms have about concluded the season's work, and are contemplating closing down their plants for the balance of the winter.

CONDITION OF PARTICULAR TRADES.

The building trades were at a standstill, with the exception of a few carpenters, lathers, plasterers and painters who are finishing the few remaining jobs. Electrical workers and blacksmiths were fairly well employed. Printers and pressmen have had a good month. Tailors, bakers, butchers and confectioners were fairly busy, while cigar makers were very slack. Barbers, clerks and laundry workers were well employed. Railway employés and freight handlers were busy. Unskilled labour was practically at a standstill.

CALGARY, ALTA., AND DISTRICT.

Mr. Geo. Howell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of December witnessed considerable change in opportunities for employment in Calgary and district. The influx from the East, and railway construction gangs, coupled with winter weather conditions, caused the supply to considerably exceed the demand. As compared with the corresponding period of last year, however, conditions are considerably better. Every effort is being made by the contractors to rush jobs to completion. Excavations for the foundations of the new Market Hotel have been started; its estimated cost is $45,000, and it is expected to be completed in three months. Next spring will see the erection of a six or eight storey building, with a frontage of 125 feet, on Seventh avenue.

Wholesalers and retailers reported trade very satisfactory, and much better than at the corresponding period of last year.

CONDITION OF PARTICULAR TRADES.

Bricklayers had a fair month. Lathers, plasterers, plumbers, gas and steam fitters and builders' labourers reported trade much quieter. Masons had a dull month. Painters and paperhangers were fairly well employed. Stone cutters had a very dull month. Iron moulders, iron-workers and helpers, coremakers, machinists, engineers, electrical workers, linemen and blacksmiths reported trade slackening. Sheet metal workers were well employed. Woodworkers and upholsterers reported a fair month. The printing trades had a fairly active month. Tailors, butchers, bakers and confectioners were fairly well employed. Miscellaneous trades were quiet. Railway and street railway employés, teamsters and expressmen were fairly well employed. Unskilled labour is now plentiful.

EDMONTON, ALTA., AND DISTRICT.

Mr. P. C. Foley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Owing to the exceptionally mild weather all classes of labour were well employed during the month, and conditions compared favourably with the previous month and were better than in the corresponding month last year.

The volume of business done in Edmonton continues to increase steadily, as shown by the following comparative figures, for eleven months of each of the last three years:—

	1908	1909	1910	Increase 1910 over 1909
Customs Returns	$214,696	$251,980	$324,889	29%
Building Permits	2,246,712	2,120,572	2,007,685	
Bank Clearings	34,386,176	45,988,177	63,347,435	38%
Post Office (Stamps only)	52,270	65,001	73,535	13%
Street Railway:				
Passengers Carried		1,912,350	3,306,937	73%
Revenue		$79,686	$141,529	78%

For the first time in any month in the history of the city the total bank clearings have passed the eight million mark. The record established in November shows an increase of forty-eight per cent. over the same month last year. Homestead entries show a considerable increase over the corresponding month of last year, 400 entries having been made in November, 1910, and 333 in November, 1909. Immigration was brisker during November of this year than in the same month of 1909,

109 immigrants having been received at the hall, as compared with a total of fifty-three for November, 1909. Returns from the building inspectors department show a falling off, due somewhat to the strike of the plasterers, which deterred many people thinking of building from commencing operations this fall. The civic year closing the thirty-first of October has been remarkable for the amount of dwellings constructed. In that period there were nearly five hundred of these erected. This gives some idea of the city's growth. The building inspector, in his annual report, estimates that the actual work executed during 1910 exceeds the work done in the previous year by $500,000. The report of the superintendent of the power plant shows that the cost of operation for the year increased eight per cent., and the revenue forty-nine per cent. Wholesale trade was fair, and retailers reported trade very active during the latter part of the month. While the local demand for coal is not as great as last year, prices are from 25 to 50 cents higher.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to mild weather and lack of snow, sleighing has been very poor in this district. Consequently, farmers did not bring the usual amount of poultry and vegetables into the public market, and prices were higher than in former years.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons have about finished the season's work. Carpenters and joiners were very active. Lathers were busy, plasterers were very active. Painters, plumbers and steam fitters were active. Stone cutters were quiet. Builders' labourers were active. Iron moulders, coremakers, machinists and engineers, electrical workers, linemen, blacksmiths, sheet metal workers and horseshoers were active. The printing and allied trades were busy. Journeymen tailors were active. Bakers and confectioners, butchers and meat cutters and cigar makers were active. Barbers, clerks, delivery employés, hotel, restaurant and theatre employés were very active. Railway employés and street railway employés and expressmen were active. Owing to the number of unskilled labourers coming in from railway construction camps, the supply is greater than the demand.

LETHBRIDGE, ALTA., AND DISTRICT.

Mr. J. M. Ritchie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During the month of December the labour market has remained much the same as in November. All outside work has been carried on without hindrance from weather. With two exceptions the supply of labour has been equal to the demand. In coal mining increased activity is on record. The sinking of new coal shafts is being pushed ahead as well as underground development. The building trade was very active. The local clearing house reports bank clearings for the week ending December 22 show a gain of $87,165.43 over last week, the total clearing being $616,148.49. The wholesale and retail trade was very brisk. There is no change in the rates of wages. The Building Trades Council has given the Builders' Exchange notice of some to take effect on the first of April, 1911.

There is no unrest in labour circles, other than two plumbers leaving their work on account of a labourer trying to do plumbers' work.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—At present there is little doing in the farming line. In bringing in farm implements and warehousing the same there is great activity. Every implement used on the farm is in stock at the warehouses. It goes to show that both the farmer and the implement man has unbounded faith in this district as a farming country.

Manufacturing.—There is one planing mill in active operation, with two others being started. The local foundry and iron works keeps busy, and is always extending trade.

Mining.—Coal mining is the most active industry at present. About 2,000 tons daily is about the output.

CONDITION OF PARTICULAR TRADES.

Bricklayers have been very busy, the fine weather enabling them to carry on some of the building started late in the fall. Masons are at present very busy. Carpenters and joiners have had a good month; there has been no one idle. Lathers and plasterers have been fairly busy. Painters and plumbers were very busy. Gas and steam fitters were busy. Stone cutters and builders' labourers were very busy. Electrical workers were very busy. The demand exceeding the supply, they were working short-handed. Linemen are still in demand. Sheet metal workers were very busy, the supply did not equal the demand, and they were all working overtime.

NELSON, B.C. AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of labour throughout Kootenay district during the month of December has been quiet, the supply of labour being greater than the demand for men for the lumber woods, miners and workmen in general. The Yale-Columbia saw mill has shut down for about two months of the winter, leaving about sixty men out of work, while one of the few sawmills that regularly operates throughout the winter, J. B. Winlow's mill, at Winlow, B.C., has again started operations, with a crew of about thirty-five men at the mill, and a somewhat larger number in the woods. The "Standard Group" of silver-lead mines, situated near Silverton in the Slocan district, has been reported as sold to Patrick Clark and his associates, of Spokane, for $2,500,000. A new Company is to be formed, which will proceed with the erection of an up-to-date concentrator and tramway. This is considered one of the best silver-lead mines in Kootenay. The Van Roi Mines, near Silverton, were reported shut down, awaiting the erection and installation of further and more complete plant. In the meantime, this places their force, said to be nearly one hundred men, on the labour market. The Mother Lode gold mine, at Sheep Creek, after about thirty months' steady development work, has closed down, to await the erection of a stampmill, which is to be proceeded with next spring. Thus its force of about fifty men is out of employment. It is said that enough ore is blocked out at this mine to run the prospective stamp mill over three years, and yet but one vein has been partially developed out of a series of veins. The Dundee gold mine in Ymir Camp, which is being developed by cross-cut tunnel, has struck the ledge and cut 15 feet of ore, though the hanging wall has not yet been reached. A new compressor is now being employed, and the drill makes 4 feet a shift, working two shifts. The Wilcox free-gold mine, in Ymir Camp, has considerable development, exposing sufficient ore to ensure a continuance of its activity. Several groups of claims have recently been reported bonded in Ymir Camp, so that district may be said to be in a healthy condition, with further improvement in sight. The "Society Girl" mine, at Moyie, B.C., made a rich strike of ore early this month, and gives promise of being a large shipper in the near future.

Customs duties collected at Nelson, for November, 1910, were $9,032.71, an increase of $1,056.57 over November, 1909, while the Inland Revenue office showed an increase of $833.17 over November of last year. According to the report of the Postmaster General for the year ending March 31 last, Nelson takes fourth place among the cities of British Columbia as regards total postal revenue, the amount being $24,796.42, or a little more than $600 less than New Westminster. The Kootenay Fruit Growers' Uinon, Limited, has been incorporated as a joint-stock company. The first issue of stock amounts to $10,000, being 1,000 shares of $10 each. The union is first of all a commercial organization, and deals with both members and non-members on a commission basis. The co-operative principle

comes in, however, after the annual dividend reaches eight per cent., all profits above that figure being returned to shippers on a *pro rata* basis. It is expected that the first warehouse will be built the coming season, at Nelson. The erection of warehouses at central points throughout the district is contemplated, upon the different localities taking a certain amount of stock. The offices of the Company will be in Nelson, and the first general meeting of the shareholders is to be held in the spring of 1911.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. J. P. McMurphy, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions have been active for the past month, and will compare very favourably with the corresponding month of last year. There are very few unskilled labourers out of employment, the majority being employed on sewer and street improvements. The work has been started on the tearing down of the present British Columbia Electric Railway depot, to make room for a much larger and up-to-date building, which will give employment to skilled as well as unskilled labour. Improvements are also being made to the Provincial Court House and the surrounding grounds.

A new wharf and sheds are under construction for the Chilliwack branch of the British Columbia Electric Railway, which when completed, will greatly add to shipping facilities. Business in the wholesale and retail trades has been larger than ever, and indications point to a large increase next year. There is no new development in regard to the machinists' strike.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The fishing industry is rather quiet, as is usual this time of the year. The total salmon pack in the Fraser river district, for the year 1910, is 223,148 cases. This is naturally considerably below the salmon pack in the large fourth year runs, but is a fairly good average for an off year. The total pack for British Columbia, during the 1910 season is 762,201 cases. The different kinds of salmon packed during the season included chiefly sockeyes, red springs, white springs, cohoes and steel heads.

Lumbering.—The lumbering industry still continues active, although the shipments for the present month have not been as large as in preceding months. The mills are all working, and in some cases are making improvements and additions to their plants.

CONDITION OF PARTICULAR TRADES.

Bricklayers, carpenters, lathers, plasterers and masons are all working, and will be for some time to come, unless severe weather sets in. Painters on outside work have lost some time lately owing to the wet weather, but decorators and paperhangers are busy. Plumbers, gas and steam fitters, with but a few exceptions are working full time, while builders' labourers have not been quite so fortunate. Iron moulders, iron workers and helpers are active, while machinists are quiet. Electrical workers and linemen are busy, as are blacksmiths. Sheet metal workers are all working, the supply not being equal to the demand. Woodworkers, upholsterers, varnishers and polishers are active, as are the electric car builders. Printers and pressmen report trade good. Journeymen tailors, garment workers, boot and shoe workers have been active. Bakers and confectioners, butchers and meat cutters are busy, and cigar makers quiet. Barbers, clerks, stenographers, delivery employés and laundry workers are busy. Railway employés, both steam and electric, are active, as are draymen, teamsters and expressmen.

VANCOUVER, B.C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in general were hardly fair in the labour market. Work was very slack with the building trades and cigar

makers. The Trades and Labour Council will place a business agent in the field on February 1, 1911. It was reported to the Trades and Labour Council that Mayor Taylor stated that the police commissioners would be advised to at once place two men provisionally at the work of inspection of bake shops, and as soon as the civic estimates for the coming year could be arranged, regular inspectors would be detailed.

After the middle of the month, the Christmas poultry from the East began to arrive, and it was estimated on the twenty-fourth, that over 100,000 pounds alone of turkey had been imported into the city, which had retailed at from 30 to 35 cents a pound. There was also a heavy supply of fruits and groceries, and dealers reported a big demand for same. The demand increased in other lines of trade, such as hardware, flour and feed, which had experienced a temporary dullness towards the close of a very prosperous year.

Shipping was very active, but a few days heavy fog was a hindrance, and kept a number of ocean-going vessels outside the harbour. The Vancouver Shipyards have three large motor boats under construction, and preparations are being arranged for two more.

The British Columbia Electric Railway Company's payment to the city on the percentage basis of the operation of the street cars, for the present year, amounts to about $42,000, compared with $28,000 a year ago. Last month, the city's share was $5,270.06. The employés of the Company received as bonuses for the year, $60,000, or $57.81 each.

An investigation into the Chinese immigration into this city was opened by a commission appointed by the Federal Government.

Permits were issued to Smith, Davidson & Wright, the wholesale stationers, who will erect an $80,000 warehouse. T. A. Fee, who will also erect a six-storey block on Seymour street, at a cost of $115,000, received a permit.

CONDITION OF PARTCULAR TRADES.

Bricklayers reported a membership of 223, with state of trade fair. Brotherhood of Carpenters and Joiners reported trade dull, and plenty of men in the city, with little work. The Amalgamated Society of Carpenters reported that they had contributed $250 towards the campaign fund in the British elections. The lathers reported trade fair. The painters reported that they were fairly well employed. The stone cutters reported all members working, chiefly owing to the construction of solid stone buildings at North Vancouver, which were somewhat taking the lead over Vancouver, where terra cotta seemed to be the favourite material used. Builders' labourers reported an increase of membership, with several unemployed.

Moulders reported trade conditions quiet. Iron workers and helpers reported a number out of employment. Shipbuilders reported trade good. Electrical workers reported all hands working. Sheet metal workers reported progress, and trade fair. Horseshoers reported trade active. Jewellers, watchmakers and engravers reported trade very active, owing to the holiday work.

Woodworkers reported trade fairly active. Upholsterers reported trade active. Varnishers and polishers were slack. Carriage and wagon-makers were very busy. Pattern makers reported trade quite.

Newspaper printers reported trade fair, with a surplus of substitutes. Job printers reported trade quiet, with a falling off of work over this time last year. Pressmen were fairly well employed, as were tailors.

Workers on horse goods reported trade fair. Barbers reported an increasing membership, and trade fair. The cigar makers reported work exceedingly slack, owing to competition with eastern firms.

DISTRICT NOTES.

North Vancouver.—Building was as active as weather permitted. Considerable activity in all lines is looked for by spring. Ship-building yards are very active. Real estate in the business section continues firm. It was announced that a new sawmill will be built at Roche Point.

Hastings Townsite.—This suburb voted to be annexed to the city. Building operations promise to be active. The mills were busy.

VICTORIA, B.C., AND DISTRICT.

Mr. J. Chrow, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of labour during December has been very fair, considering the season of the year, and considerably better than December of last year. The city has 400–500 men employed on corporation work of various kinds, and with the coming of the new year additional works will be commenced, for which appropriations have already been made. As is usual at this season of the year there is a surplus of unskilled labour, caused to some extent by an influx from outside places. The building trades have been moderately well employed during the month, with more than sufficient men to do the work. Wholesale trade is reported above the average, while the holiday retail trade has been the greatest in the history of the city, excellent prices being obtained for all classes of produce. The machinists strike is still on. This has been the only labour trouble of any consequence during the year. In all the other trades the relations between employers and employés have been harmonious, and at the present time everything points to a continuance of present conditions.

For the eleven months to date a total of 700 building permits were issued, compared with 537 for the same period a year ago. Permits for structures erected, or in course of erection, aggregating in value $2,066,295, were issued by the building inspector. These figures compare with $1,673,420 for the whole twelve months last year. When the building in adjacent districts is taken into account the year's figures will not be far from the $2,500,000 mark.

The bank clearings for November, 1910, were $10,386,173, as compared with $8,750,129 for October. As compared with the same period a year ago, the aggregate clearings increased over 100 per cent. The November figures for the past five years were as follows: 1910, $10,386,173; 1909, $7,200,485; 1908, $5,049,844; 1907, $5,030,519; 1906, $4,024,506.

The total customs duties for the month of November amount to $275,866.27, being duty, $132,917.47; Chinese, $142,907; other imports, $41.80. The total for October this year was $163,486.43, and for November last year, $146,098.62.

During the month all employés of the British Columbia Electric Railway Company who have been in the employ of the Company for two years, received the Company's annual bonus, amounting to $58 per man. Last year the amount was $66.78. Hereafter, the bonus system will be abolished, the men having applied for and having been granted an increase of pay, which they considered would be more satisfactory to all concerned.

The transfer of the business of the Pacific Whaling Company to the Canadian Northern Pacific Whaling Company for the sum of $1,000,000 has been completed.

A new lumber mill with a capacity of 25,000 to 30,000 feet per day is in operation at Tyee Siding on the Esquimalt & Nanaimo Railway, known as the Tyee-Sidney Lumber Mill, owned by the Vancouver Island Mining & Development Company, of Victoria.

The new power house and plant of the British Columbia Electric Railway Company, located at Jordan river, is almost completed, and it is expected will be in operation about April 1. It is expected that when the plant is running in order the cost of electric power for both lighting and manufacturing purposes will be reduced to one-half the present rates, thereby giving Victoria and surrounding districts rates as low, if not lower, than any other city in Canada. The cost of the plant, including power house, dams, reservoirs, pole line, &c., will be about $1,500,000. A large staff of white men, varying from 500 to 1,200 have been employed for the past eighteen months constructing the various works.

The entire teaching staff of the High School have been granted a substantial increase in salary.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The total salmon pack of British Columbia for the season of 1910 was 762,201 cases. These were divided among the principal fishing districts as follows:—

Fraser river, 223,148; Skeena river, 222,035; Rivers inlet, 129,398; Naas river, 39,720; Vancouver Island, 147,900. Total, 762,201.

While the pack is much lighter than last year, when 967,720 cases were put up, it must be remembered that 1909 was the big fourth year, and as compared with other years that have followed the fourth, 1910 holds its own quite well. For example, while the pack of 1905 reached the high mark of 1,167,460 cases, that of 1906 was only 629,460 cases, and there was a continuous faling off from that year till 1909. The biggest pack in the history of the province was in 1901, when 1,236,165 cases were packed. The only years when over a million cases were packed was 1898, when they reached 1,015,477, and 1905, when the pack was 1,167,460. The big falling off during the past year was in the Fraser river canneries, which only packed 223,148 cases, as against 567,203 cases in 1909. There is also a falling off of a little over a thousand cases in the Naas river; but the Skeena river, Rivers inlet and Vancouver Island all show substantial increases. In fact, in all these latter mentioned districts, the yield is greater than for any previous year.

Several of the sealing schooners of the local fleet are making preparations to start on their annual cruise.

Railway construction.—The plans for the first section of 20 miles of the Island division of the Canadian Northern Railway have been filed with the Provincial Government, and tenders for the work will be invited about the new year. The agreement between the railway and the Govenment provides that none but white labour shall be employed, and that standard wages and hours must be observed by the contractors. Active construction work will commence early in the spring.

CONDITION OF PARTICULAR TRADES.

The majority of the building trades reported work as fair, with prospects good. Painters reported work as being slack. Iron workers reported work as only fair in most of the shops. All woodworkers were fairly busy, and working full time. Tailors were busy but complained of competition from Chinese and Japanese shops. Garment workers reported work brisk. The printing and allied trades were busy, and no one idle. Leather workers were well employed. Jewellers were enjoying the usual holiday rush, and reported business ahead of previous years. Barbers, hotel and restaurant employés, laundry workers, clerks, salesmen, &c., were busy and reported increased trade. Considerable work was being done, but a number of unskilled labourers were idle.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. W. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour conditions in this district showed a slight improvement over last month, owing to better weather for outside workers, but there are a number of men looking for work, principally owing to large arrivals from Great Britain. Business men, wholesale and retail, report a very successful holiday trade. There have been no changes in hours of labour or rates of wages during the month.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The herring fishing season is now open, but catches so far have been light; there is a very small run, so far, and there are not nearly as many companies working as at this time last year.

Lumbering.—Work in the local sawmills is quiet, the mill in this city being closed down for some time, but the first of the year may show some improvement. There is not much work going on in the logging camps at present, although a good many of them are still running.

Mining.—The coal mines in the district are all working to their full capacity trying to keep up with the demand for

coal, which is almost larger than the supply.

Other industries.—The city is still doing a lot of work on the sewerage system and cement sidewalks, and will continue active as long as the weather permits. There are also several men and teams employed on the construction of a new dam at the waterworks. The city has done more work this year than ever before.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons have been well employed when weather permitted. Carpenters and joiners have been very active, there being still a large amount of new work on hand. Lathers and plasterers report work as fair. Painters and paperhangers are still active. Plumbers were busy, as in addition to the usual winter work there is a lot of new work on buildings being erected. Builders' labourers have not had a very steady month. Blacksmiths and carriage makers reported work as good for the time of year.

Printers have been fairly active. Cigar makers reported work as fair. Teamsters and expressmen, especially teamsters have been very active during the month. Unskilled labour has not been very steadily employed, owing largely to wet weather, and there are many idle men in the district.

REPORT OF INVESTIGATION REGARDING CONDITIONS IN CONSTRUCTION CAMPS ALONG THE LINE OF THE GRAND TRUNK PACIFIC RAILWAY WEST OF EDMONTON, ALTA.

IN the middle of the month of October the Department of Labour received a communication from the Edmonton Trades and Labour Council alleging improper treatment of men employed in connection with construction work on the Grand Trunk Pacific Railway west of Edmonton. Mr. F. J. Plant, an officer of the Department, was instructed to make an investigation of the complaint. The full text of Mr. Plant's report is as follows:—

To the Acting Deputy Minister of Labour,

SIR,—

I have the honour to submit the following report of the investigation which I have made in accordance with your instructions of November 11, 1910, into the complaint of the Edmonton Trades and Labour Council regarding the conditions in the construction camps along the line of the Grand Trunk Pacific Railway west of Edmonton, and other matters relative thereto.

The Complaint.

The communication containing the formal complaint is as follows:—

"*Edmonton Trades and Labour Council,*
"*P.O. Box* 1565

EDMONTON, ALTA., October 10,1910.

"HON. W. L. MACKENZIE KING,
Minister of Labour,
Ottawa.

"DEAR SIR,—

"I have been instructed by the above Council to bring to your attention the disgraceful conditions obtaining in the construction camps along the line of the Grand Trunk Pacific Railway west of this city. Conditions have been going from bad to worse for some months, but the present case (a copy of the evidence in which I am enclosing) has served to direct public attention to the matter, which amounts practically to a scandal. It has been the custom of the contractors to hire men through the employment agencies in Winnipeg and the East, giving no idea of the conditions obtaining at the camps, lock them in box cars with insufficient food and frequently leave them stranded for days together at some remote place on the line. When in desperation the men left the camps, they were given a time check and left to make the best of their way to Edmonton, and there wait for six weeks or two months

for their pay cheques. In scores of cases this summer the Board of United Aids of this city (on which body this Council has a representative) has had to advance money to these men to tide them over till the pay cheques came in, in addition to the large numbers of men who have been sent by the Aids employment office to other work.

"In addition to this, typhoid fever has been epidemic in the camps all summer, and many men have died, of whom it has been impossible to obtain any definite information, in addition to the scores of cases treated in the city hospitals.

"We believe that this is a matter calling for a thorough investigation by your Department, seeing that the road is being built largely by Government funds, and hope to see you take the matter up at once.

"Yours faithfully,

(*Signed*) T. H. CLARK,
Secretary."

(The copy of the evidence referred to in the above had reference to a case in which the contracting firm of Foley, Welch & Stewart charged a number of men with breaking their contracts in refusing to go to work after having signed contracts and having their railway fares advanced from Winnipeg to Edmonton.)

This matter will be dealt with later in the present report.

The Secretary of the Trades and Labour Congress of Canada wrote supporting the claim of the Edmonton Trades and Labour Council for an investigation in the following letter:—

"*Trades and Labour Congress of Canada,*

"OTTAWA, ONT., October 19, 1910.

"HON. W. L. MACKENZIE KING,
Minister of Labour,
Ottawa, Ont.

"DEAR MR. KING,—

"I am in receipt of a letter from T. H. Clark, Secretary Trades and Labour Council, Edmonton, Alta., directing the attention of the Congress to the alleged mal-treatment of men by the contractors doing work on the constructon of the Grand Trunk Pacific, west of that city.

"May I suggest to you the advisability of making inquiry as to the truth, or other wise, of these allegations. It is certainly very desirable in the public interest.

"Thanking you in advance in anticipation of a compliance with the request contained in this communication.

"Yours very respectfully,

(*Signed*) P. M. DRAPER."

Before dealing with the complaints it may be as well to explain that the contractors for the grade work on the section of the Grand Trunk Pacific Railway west of Edmonton, as far as the Yellowhead Pass, are Foley, Welch & Stewart, and that although there are a number of subcontractors, all the construction camps along the line are provisioned by the main contractors, who also furnish the hospital accommodation.

The laying of the ties and rails, as well as the ballasting of the road, is undertaken by the Grand Trunk Pacific Railway Company itself. The men employed at this work are accommodated in what are called boarding cars, the firm of Peterson & Fells having the contract of catering.

As will be observed, the complaint alleged (1) disgraceful conditions in the construction camps along the line of the Grand Trunk Pacific Railway, west of Edmonton; (2) inadequacy of food and accommodation furnished to workmen while en route to employment; (3) delay in payment of wages; (4) an epidemic of typhoid fever. This report will, therefore, deal with the complaints in the above order.

Inquiry in Edmonton.

On my arrival in Edmonton on the evening of November 16, I met Mr. T. H. Clark, the Secretary of the Edmonton Trades and Labour Council. I inquired if he had any specific complaints or evidence to submit in substantiation of the allegations contained in his letter of October 10, 1910, to the Honourable the Minister of Labour. Mr. Clark replied in the negative, but promised to do what he could to bring forward any evidence which he might be able to secure during my stay in the city.

It was announced in the Edmonton local press that I was in the city for the purpose of making an investigation into the alleged ill-treatment of workmen engaged in construction work on the line of the Grand Trunk Pacific Railway west of Edmonton, for the Minister of Labour, and that any persons who had complaints to submit were invited to do so. To this request only two charges were made—one regarding the accommodation of workmen in the tie gangs of the Grand Trunk Pacific Railway Company, and the other as to food supplied to a workman while an inmate at the grade contractor's hospital at Prairie Creek. Both of these complaints are dealt with in the present report.

I remained in Edmonton from the evening of November 16 until the morning of the 21, during which time I called on a number of persons with the object of affording to those interested an opportunity of substantiating, if possible, the charges made in the communication of the Edmonton Trades and Labour Council, above referred to.

Among others called on was the Edmonton and District Council of United Aids, a charitable organization which administers the city's poor relief law. This organization, early in October, wrote to the Commissioners of Edmonton calling their attention to newspaper reports of alleged inhuman treatment of men employed on the construction work along the line of the Grand Trunk Pacific Railway, west of Edmonton. On the strength of this letter, a communication was sent to Mr. Chas. M. Hays, President of the Grand Trunk Pacific Railway Company, directing his attention to the said reports. In reply, Mr. Hays informed the Commissioners that he was ready to hear and deal with any specific charges, but that he did not consider newspaper reports, which were evidently published with a desire for sensationalism, as coming within that category.

Believing that I might be able to secure some information from the United Aids, I called on Mr. Turnbull, the Secretary, but he had no direct evidence to offer as to camp conditions. Of two young men whom he had advised to go on construction work, one when he had arrived at Edson, on the Grand Trunk Pacific Railway line, 125 miles west of Edmonton, had turned back. The other had, however, continued on his way and gone to work. Mr. Turnbull had since received word that the latter young man was receiving $50 per month and board, and was well pleased with his treatment.

On a second visit to the United Aids, on Friday evening, November 15, I met a number of the members of the Executive Committee. On this occasion I renewed my request for information as to specific cases of ill-treatment of men in the construction camps, but no one present was able to furnish any. On the other hand, when I mentioned that I had spoken to men who had worked in the camps and were going back to seek re-employment, Mr. Kenway an Executive member present, stated that he himself knew a man who had been employed on grade construction work and was going back for re-employment.

I also visited the Canadian Northern Railway depot daily, where I met men who had been employed on Grand Trunk Pacific Railway construction work during the past summer. None of those questioned had any complaints to make, and in many cases the men were going to seek re-employment for the winter.

Opinions re Camp Condition

Others interviewed by me, who had either been in the camps themselves some time during the past summer, or had received reports from those who had visited them, made the following statements:—

Inspector Worsley, of Royal Northwest Mounted Police, Alta., believed conditions in the camps to be good, according to the reports he had heard.

W. E. Mann, Divisional Engineer, Grand Trunk Pacific Railway, Edmonton: All the contractors' camps along the line were in good shape. The men were well looked after. The food was good and substantial.

Louis Johnson, Edmonton: Had worked in construction work, was well satisfied

with treatment. Was going back to work in a short time.

Mr. Cavanagh, of the White Employment Agency, Edmonton: Had heard no complaints *re* camp conditions. He had sent men into the camps for the third time.

Dr. Hislop, Grand Trunk Pacific Railway physician, Edmonton: In nearly all cases where men had been taken ill while employed in camps and attended to by him, they had returned to their former employment upon convalescence.

Dr. A. E. Clendenan, Public Health Inspector, Edmonton: Had travelled over the line west of Edmonton as far as Moose Lake, B.C., and found the camps in good condition; men well fed. Had heard no complaints.

Alfred Miller, Edmonton: Had worked in camp at mile 39. Had no complaint to make regarding camp conditions. Intended to seek re-employment on the line, for the winter.

Harry O'Hanlon, who came from Omaha, Neb., to work for Shirley & Phelan, sub-contractors for Foley, Welch & Stewart, and who had had experience on United States railway construction: Had been employed on grade construction west of Edson all last summer. The camp he was in was the best he had ever seen. Mr. O'Hanlon intended to return to work on the grade all winter.

Fred. Burgess, representative of Woods Limited, Winnipeg, who had had occasion to visit some of the construction camps: Had eaten and slept in the camps. The food was good, well cooked, and there was plenty of it.

Officer Wells, Royal North-west Mounted Police, Edson: Had been through all the camps quite recently and they were in what he considered good condition. The food was good, and the Mounted Police were always glad to dine in Foley, Welch & Stewart's camps.

Inspector Raven, Royal North-west Mounted Police, Edson: Believed the camps were in good condition. No complaints, as far as he knew, had been made to the officers under his charge.

Simeon Humphries, who had worked on the grade construction since last January: Had been employed on railway construction for twenty-two years, and the camps of Foley, Welch & Stewart, on the present contract, are the best he has ever seen.

J. McLaggan, Superintendent of Jasper Park, a forest reserve: The camps he had passed through from time to time were, he considered, kept in good condition.

Personal Inspection of Camps.

After securing what information I could in Edmonton, I went to Wolf Creek, Alta., a distance of 117 miles west of Edmonton, at which point the head offices of the firm of Foley, Welch & Stewart, for the mountain division of the Grand Trunk Pacific Railway, are at present located. Here I met Mr. H. J. Fetter, the superintendent for Foley, Welch & Stewart, and Mr. J. Roberts, the accountant, both of whom were very willing to supply any information desired and were pleased to learn that I intended to make a personal inspection of the camps then in operation. Mr. Fetter accorded every facility to me to reach and inspect the camps.

Before giving a description of the camps visited and the condition in which I found them, I desire to state the terms, etc., as explained by the contracting company, under which the occupants of these camps accept employment. The men are for the most part engaged by employment agencies in different localities. Sometimes the men pay their own fares as far as the railway will carry them. In other cases when there is a keen demand for men, the contractors advance the fares, the amount being deducted from the first month's pay. The men are expected to provide their own food during the journey until they arrive at Edson. From this point meals are provided gratis along the line until the men reach the camps in which they are to be employed, to which point they are told they have to walk. When men are on the road over night, they are given sleeping accommodation at places known as road houses. The baggage of the men employed is transferred free of cost from the end of the railway to the camps where they are to work. Pay commences when the employé reports for

duty at the camp, the minimum rate being $40 per month and board, with time-and-a-half for overtime, and no deductions on account of stoppage of work owing to inclement weather. The hours of labour are ten per day, with an hour at noon, except in the summer time, when work ceases for two hours at mid-day. From the monthly pay $1 is deducted for hospital and medical fees, which entitles the workman to hospital treatment and medicine. A mail service is provided, two deliveries a week being made between Wolf Creek and 50 miles further west, and one a week to points beyond where work is in progress. Those who desire to avail themselves of this service are charged 25 cents per month.

The first camp visited was at mile 37, (Steamshovel Camp) 37 miles from Wolfe Creek, Alta., at which point the mountain division begins. This camp was situated on high sloping ground. The well from which the water for camp purposes was drawn was a considerable distance above the stables, and the closet for the use of the men was separated from the camp by at least 500 feet. The men are housed in tents, the sleeping bunks for the most part being constructed of limbs of trees, on which straw is spread for bedding. Each man provides his own bed clothing, which usually consists of heavy blankets. Each tent is provided with a stove of good size, the heat from which keeps the tent quite comfortable. In inspecting the sleeping quarters, I observed that some of the tents presented a better appearance than others, no doubt indicating the tastes of the occupants. There is plenty of cut wood which is kept in a convenient place. The dining hall is a large tent, in which rows of tables and seats are provided. The cook house occupies a portion of this tent, but is separated by a canvas wall. In this camp about 100 men are accommodated. There is a wire covered meat house in which all the meats are stored. The contractors have a store in which a supply of blankets, clothing, boots, overshoes, tobacco, &c., are on sale at prices which I do not consider exorbitant. In this store is also a chest in which a stock of medicinal supplies are kept for use of workmen. There is a telephone system in operation with connection between each camp and hospital along the line. I mingled with the men while at this camp, at which I had two meals and remained over night. I questioned a number of men who had been in the camp for periods varying from one to eight months, and no one had any grievance as to treatment, food or accommodation. One complaint, however, which was made was that the supply of medicine was not kept up as it should be, and that the camp had not in many months been visited by a doctor.

At supper time I went into the dining tent with the men and had the evening meal. The menu consisted of meat pie, cold roast beef, tea buns, bread and butter, apple pie, prunes, cookies, pan cakes, layer cake, tea and coffee, with milk and sugar. For breakfast oatmeal porridge with cream and sugar, beef steak, toast, bread and butter, apricots, pan cakes and cookies. The food was well cooked and there was plenty of it. There was an ample supply of knives, forks and spoons.

Supper call, morning call, and breakfast call were given on a large triangle which could be heard all over the camp. At seven o'clock the camp foreman made a round of the tents, calling "All out," indicating that it was time to commence work.

The next camp inspected was at mile 37 (bridge men's camp), where I had dinner with the men. There was roast beef, boiled beef, potatoes, corn, beans, bread and butter, pies, cakes, tea and coffee, with milk and sugar. About fifty men are employed and those whom I questioned had no complaints to make. Equipment about the same as in the camp at mile 37.

Other camps visited were those at mile 57, where forty men were accommodated; at mile 63 where there was 100 men, and two camps at mile 65, Prairie Creek, (grade camp with 100 men and bridgemen's camp with sixty men.) All these camps were situated with a view to sanitation and I found the accommodation and equipment similar to that provided in other camps previously in-

spected. I had two meals at camp at mile 63, where I found a good supply and variety of food, including plenty of fresh meat.

No complaints regarding camp conditions or treatment were made by these interrogated.

While each camp is supplied with a meat house I observed that the meat in some of them was not hung on the hooks provided for this purpose. I would, therefore, suggest that those in charge of each camp be instructed to have the meat hung up immediately on delivery, and every precaution taken to prevent the same from becoming contaminated.

I believe that the decorum of the camps would be improved by having the call for commencement of work given in the same manner as the meal calls instead of having the foreman make a round of the tents making verbal announcement to the men.

Alleged Inadequacy of Food and Accommodation.

The clause in the letter from the Edmonton Trades and Labour Council alleging inadequacy of food and accommodation says: "It has been the custom of the contractors to hire men through the employment agencies in Winnipeg and the East, giving no idea of the conditions obtaining at the camps, lock them in box cars with insufficient food and frequently leave them stranded for days together at some remote place on the line."

In order to endeavour to verify this statement I remained in Winnipeg for some time and interviewed those who might be able to furnish some information. I learned that large numbers of men have been hired through employment agencies in Winnipeg to work on Grand Trunk Pacific construction work for Foley, Welch & Stewart. Each man hired, signed a contract made out by the employment agency for which a fee of $1 was charged which specified the nature of work, place of employment and the rate of wages. Two of the agents on whom I called informed me that they had instructed all the men whom they had employed from time to time, to work for Foley, Welch & Stewart, that they should provide themselves with food to sustain them during the journey to the place of employment, which occupied about two days. Other agents who had also hired men for Foley, Welch & Stewart refused to give any information. Upon inquiry at the Canadian Northern Railway station at Winnipeg the depot from which all Grand Trunk Pacific passenger trains depart I was informed that never had any box cars containing men been sent out from that place for Edmonton. The Company always provided colonist cars for the transportation of the men. This statement was corroborated by the policeman at the Canadian Northern Railway station in Edmonton, at which depot all Grand Trunk Pacific passenger trains arrive.

The charge of insufficiency of food being supplied to workmen was apparently made at the time when a number of men who were brought by Foley, Welch & Stewart from Winnipeg to work on construction were summoned for violation of contract. It appears that on September 27 and October 7, two lots of men of 167 and 139 respectively, arrived from Winnipeg on the regular Grand Trunk Pacific trains in colonist cars, the journey to Edmonton, a distance of 792 miles occupying 30 hours. From Edmonton station the cars containing the men to the Grand Trunk Pacific yard, a distance of about three miles, and allowed to remain there until the following morning at 6:30, when they were attached to the regular train for Edson, a distance of 125 miles, where the men arrived about 8 o'clock in the evening. The fare from Winnipeg to Edson, $10 for each of the men in these two parties were advanced by the contractors. These men, the contractors presumed, were to supply their own food en route to Edson. Mr. G. A. Latter, an employé of Foley, Welch & Stewart who had accompanied these gangs, when questioned by me as to whether or not he had warned the men to take provisions with them, stated that he had told them to do so; many had food with them; others had bottles of liquor, which they claimed were all they desired. Of the first lot of

167 men, nine were summoned before Inspector Worsley, of the Royal North-west Mounted Police, at Edmonton, Alta. In the evidence given at the trial on October 1st, for violation of contract for refusing to go to work, it was stated that there were no complaints until the men reached Edmonton. There they wanted to get out of the cars which had been locked upon arrival at the station. The cars were not locked while en route or when they were in the Grand Trunk Pacific switching yard at Edmonton. The train had stopped at all division points between Winnipeg and Edmonton where there were refreshments on sale, as well as at Stony Plain, a point between Edmonton and Edson, where the men had had an opportunity to buy food. In the testimony it was stated that several of the men were short of food on the journey. At Edson the men were given restaurant tickets entitling them to supper. Some of the men complained about the food furnished while others stated that they were compelled to sleep in box cars or poorly ventilated bunk houses. The baggage of the men had been put off the cars at Edson by the train men in the rain and allowed to remain in the mud all night. The men also stated that no one for the firm had told them to go to work the next morning. The action was dismissed by Inspector Worsley who held that the men had not been sufficiently instructed as to where their work was or when they would be sent to it. The costs in this action amounting to $2.50, were paid by the complainant.

On October 9th, at Wolf Creek, fourteen of the second lot of 139 men were proceeded against for neglecting to go to work, when requested to do so. The evidence produced at the trial showed that these men were engaged at Winnipeg by an employment agent. Their fares of $10 were advanced, to be deducted from the first month's pay. On arrival at Edson the men were met at the station and taken to the office of Foley, Welch & Stewart, where they signed their identification cards. They were then given a meal ticket to secure supper, after which they were shown where to sleep. In the morning they were given their breakfast. Their baggage was handed to them, but they would not go to work. Ten men pleaded guilty, while four pleaded not guilty, and set up as a defence that they heard there was much sickness in the camps, and also that they had not been able to get enough to eat between Edmonton and Edson. Inspector C. H. H. Sweetapple, of the Royal North-west Mounted Police, before whom the case was heard, found the accused guilty under the Masters and Servants' Ordinance of the Northwest Territories, and impoesd a fine of $10 and costs amounting to $1.25, and in default of payment fourteen days imprisonment in Royal North-west Mounted Police guard room at Fort Saskatchewan. One of the accused paid the fine. One other who did not go to work, claiming that he was ill, was not proceeded against. The contractors offered him free treatment at their hospital, but he declined.

From the complaints made at both of the above trials, notwithstanding that the firm of Foley, Welch & Stewart disclaimed responsibility for providing the men with food during the journey from Winnipeg to Edson, it would appear that many of the men engaged by the employment agencies in Winnipeg understood that they would be fed by the contractors and suffered hardship in consequence. In corroboration of this I had statements from two men at Camp 63, who came in the second party from Winnipeg to the effect that they had understood the man in charge of the gang to say that they would be furnished with food en route. They also complained of the water tanks in the cars being emptied soon after leaving Edmonton and not being refilled during the journey to Edson. This matter was also reported to me in Edmonton. (These two men at Camp 63 were satisfied with the work and treatment accorded them in the camp.)

The Contractors denied to me any responsibility for the men being locked in the cars during any part of the journey. The door of the men's car adjoining the regular passenger coaches they understood had been kept fastened by the

train officials, to prevent the men from wandering through the train. The other doors of the men's cars were not kept locked at any time, except when the trains were nearing the Edmonton station, and then only until the train had been run from the Canadian Northern Railway station to the Grand Trunk Pacific yard, a distance of about three miles. This was said to have been done so as to prevent any of the men being left behind.

During the past season, according to the statements of the contractors representatives, there have been approximately 800 cases of men whose fares had been advanced, deserting from the trains whilst en route to Edson or vicinity, representing a monetary less of about $6,000. In the case of men accustomed to work on railroad construction the conditions of employment are usually well known, and they can provide for themselves accordingly, but in the case of others who are going to such employment for the first time, care should be taken that they are fully informed before hand as to what is required in respect of food, &c., during the journey. The contractors claim that they believe many men engage for work and get their fares advanced, but have no intention of fulfilling their contracts. While this may be true, I consider that possibly some of the men who desert are those who have been under the impression that they were to be fed by the contractors while en route, and finding that this is not to be done, and not having money with which to buy food, become discouraged.

As above stated the contractors claim a monetary loss of about $6,000 through the desertion of men whose fares have been advanced. It would be in the interests of the firm itself to minimize the number of desertions and thus to reduce the financial loss. I believe that with a proper system for providing the men with food while en route when the journey takes more than one day, the leakages would be very much reduced and would possibly offset the additional expense involved.

Another way in which the service to employés could be materially improved is by providing a proper baggage checking system, whereby the baggage of the men would be taken charge of and checked from the point of entrainment and turned over to the owners at the respective camps where they have been given employment. While this system would ensure the safe transmission of baggage, it would also, in my opinion, ensure the owner undertaking to do the work for which he had been engaged, and lessen the likelihood of his deserting.

At all points where men are handled or are compelled to remain over night when they leave the cars at the end of the rail journey preparatory to undertaking the walk to the place of operations, ample housing and sleeping accommodation should be furnished.

The railway company officials should also be compelled to provide an ample supply of drinking water in the cars during the journey west of Edmonton, and thus prevent any complaints on this account.

Alleged Delay in Payment of Wages.

In reference to the alleged delay in payment of wages, I called on the Edmonton and District Council of United Aids who, it is stated in the complaint, had in scores of cases last summer had to advance money to men till their pay cheques were recevied from the Grand Trunk Pacific Railway Company. In support of this Mr. Thos. R. Turnbull, Secretary of the United Aids, and other members of the organization, assured me that in many cases the society had assisted men who had been compelled to wait for the payment of their time checks. In some instances where the men had other work waiting for them the time checks had been left in the custody of the United Aids, who looked after the securing of the pay cheques and forwarded the same to the addresses of the payees, who in most cases promptly made payment to the United Aids for assistance rendered. In some instances, however, legal action had to be threatened before the Association was reimbursed. Mr. Turnbull also stated that while there had been these delays in payment, he believed that in

many cases the men themselves were to blame, owing to the fact that they neglected to comply with the regulations governing payment of wages.

In order to ascertain to what extent legal proceedings had been instituted to recover wages, I called on Magistrate Cowan and Mr. D. F. Byers, who was acting magistrate for a few months during Mr. Cowan's absence. With the exception of the case of six men of the Grand Trunk Pacific Railway telegraph gang, the records did not show any other actions having been taken during the season against the Grand Trunk Pacific Railway Company, or any of the contractors on the line. The case of three men was brought to the attention of Mr. E. J. Chamberlin, Vice-President and General Manager of the Grand Trunk Pacific Railway Company, who communicated with the Manager of Telegraphs in reference thereto. The following correspondence will show the cause of the police court case, and the desire of the Company to avoid a repetition of the delay:—

(COPY.)

"WINNIPEG, MAN., October 4, 1910.

"MR. E. J. CHAMBERLIN,
Vice-President and General Manager.

"DEAR SIR,—

"Replying to your letter of October 3, file 218.6. It has been the custom to furnish our City Agent at Edmonton with blank Discharge Tickets, and heretofore have not been called on to issue more than three or four during any month, on Telegraph Department account.

"It appears that out of our construction gang consisting of about twenty men, which arrived at Edmonton from Camrose and Tofield, on the night of Friday, the twenty-third ultimo, thirteen men decided to quit the service, practically without notice, and presented their identification slips at noon, Saturday, the twenty-fourth.

"The wages claimed were verified by wire, our City Agent was instructed to issue all checks on hand, and a further supply was mailed by No. 1, Sunday, the twenty-fifth, reaching Edmonton the night of the twenty-sixth, but in the meantime several of the men had taken action in the Police Court.

"The balance of the checks were issued to the men on Tuesday morning, the twenty-seventh. The large number of men unexpectedly claiming wages was the sole cause for the trifling delay experienced.

"Yours truly,

(*Signed*) A. B. SMITH,
"*Manager of Telegraphs.*"

(COPY.)

"WINNIPEG, MAN., October 5, 1910.

"MR. A. B. SMITH,
Manager of Telegraphs.

"DEAR SIR,—

"Referring to yours of the fourth, relative to trouble experienced by some of your men in obtaining prompt payment of wages due, and trust you have now arranged for an ample supply of discharge tickets to be kept on hand at the different points where there may be occasion to use them.

"Yours truly,

(*Signed*) E. J. CHAMBERLIN,
"*Vice-President and General Manager.*"

Police Magistrate Cowan informed me that he had had men complain to him that they could not get the money due them, and wished to take action against the Company, but that he had counselled them to be patient for a day or two in order to give the officials an opportunity to get the time-slips from the foremen under whom they had been working, and that in all such cases, in the course of a few days, the money was forthcoming.

As stated in a former portion of this report, the Grand Trunk Pacific Railway Company is doing the work of track laying and ballasting, the grade work being performed under contract by the firm of Foley, Welch & Stewart. The system of wage-payment of the former, as explained to me is as follows: Upon a man accepting employment with the Company he is given an identification slip which bears a number corresponding to that which he

has been given on the pay-roll. These identification slips are renewed monthly and are of different colors, designating each of the twelve calendar months. Should an employé leave or be dismissed from the Company's service before the end of the month, a foreman's discharge check giving the hours worked, rate of pay, and amount due after deduction for board has been made, is filled out. Two stubs are also filled out with the same particulars. The form has to be o.k'd by the roadmaster, who forwards the same to the official authorized to issue pay cheques. There are five pay offices in Edmonton, at which Grand Trunk Pacific Railway Company discharge checks are honoured upon identification slips being presented, viz.: Mr. W. H. Olver issues cheques for the operating and construction department; Mr. Corregan, for the telegraph department; Mr. W. E. Mann, for the engineering department; Mr. A. Bell, for the mechanical department; and Mr. D. Robertson, for the stores department. As these discharge checks, after being made out and certified to, have to be forwarded by mail it frequently happens that the person in whose favour the check has been issued reaches the paying office two or three days before the arrival of the duly certified checks, as there are only three trains per week into Edmonton from Edson. Where a man continues on the work until the end of the month his time is entered on the monthly pay-sheet and forwarded to headquarters, at Winnipeg, from whence, on the fifteenth of each month, the pay-car is sent out to all points along the line, stopping wherever any man may be working, and the pay cheques issued to all whose names appear on the roll.

From correspondence which I had been given access to while in Winnipeg, by Mr. C. W. Gage, assistant to the Vice-President and General Manager of the Grand Trunk Pacific, Railway Company I observed that as early as December of last year Mr. H. H. Brewer, General Superintendent, had addressed communications to Mr. C. Chalmers, agent at Edmonton, Alta., and to Mr. P. H. McFadden, General Roadmaster, Melville, Sask., giving instructions as to how discharge tickets should be made out in order to avoid any unreasonable delay in the issuance of pay cheques. Some cases were brought to my attention where the men had continued in the employ of the Company until the monthly pay-roll had been sent to Winnipeg, and then left and came to Edmonton and demanded their money. In the ordinary course these former workmen could not secure what was due them until the pay-car arrived, possibly not for a week or ten days, but the official at Edmonton had through the use of the telegraph found out the amounts due, had the names cancelled on the monthly pay-list, and issued pay cheques in the course of one or two days. It was also related to me that during the season a number of men lost their identification slips. This occasioned delay in payment of wages, but the communication necessary in such cases had been carried on by telegraph in order to expedite payment.

While it would appear that there have been some delays in payment of wages to Grand Trunk Pacific Railway workmen, the Company has apparently endeavoured to overcome the difficulty.

Where men leave the Company's service it might be advisable for the foreman to state explicitly the time when the discharge ticket would be expected to reach the office of the person authorized to issue pay cheques, in order to, is possible, eliminate the disappointment consequent on the arrival of the payee in advance of the time checks. Where any considerable number of men have been discharged, it is only reasonable to expect that there should be some delay, as the time checks have to be made up in triplicate before being sent to the pay-office, but the officials who handle these time checks should be urged to make provision for payment as speedily as possible.

The employés of Foley, Welch & Stewart are paid monthly by cheque, at the Company's office, upon presentation of identification forms, which give the employés name, pay-roll number, and amount due, and must be signed by the payee. If a workman leaves or is dismissed from the contractor's service before the close of the month a time certificate is issued, which is honoured at the

office of the Company at any time during working hours. I did not hear of any complaints regarding delay in payment of wages by the contractors, either in Edmonton, or along the line.

Alleged Epidemic of Typhoid Fever.

While conducting the inquiry in Edmonton I called on Dr. Whitelaw to ascertain to what extent fever patients had been brought from the railway construction camps to the hospitals in Edmonton. Medical health officer Dr. Whitelaw furnished me with a copy of the returns of typhoid fever patients who had been admitted into the city hospitals during the months of August, September and October, 1910, from places outside of Edmonton. In August there were twenty, September nineteen, and October twenty-one, making a total of sixty cases. All of these except two came from west of Edmonton. Five were recorded as coming from the camps of Foley, Welch & Stewart. As a large number were entered as having contracted the disease in Grand Trunk Pacific Railway camps, I interviewed Dr. J. A. Hislop, Grand Trunk Pacific Railway physician, who informed me that frequently patients when being admitted would claim that they came in from work on the Grand Trunk Pacific Railway, when as a matter of fact they had not been connected with the railway at all, and in support of this indicated on the list I had received from Dr. Whitelaw five such cases. There were in reality nine Grand Trunk Pacific Railway patients in the records furnished, which made fourteen fever cases of men employed on railway work west of Edmonton. The balance of forty-four were brought in from Edson and Wolfe Creek, and were not recorded as having contracted the disease in any railway or construction camp. Four of the forty-four were members of one family at Wolfe Creek.

To ascertain to what extent the men in the camps had been afflicted with sickness, and the accommodation which had been provided, I visited the hospitals at Big Eddy and Prairie Creek. The third hospital, that at mile 42, was closed at the time of my visit, the two being sufficient for present requirements. From the hospital records I learned that from April 1, 1910, to November 25, 1910, the Big Eddy and Prairie Creek hospitals had handled 416 in-patients, while mile 42 hospital, from its opening until the close, had twenty-six, a total of 442. Of these, 253 were fever cases, divided over the different hospitals as follows: Prairie Creek, 212; Big Eddy, fifteen; Mile 42, twenty-six. There were in all twenty-five deaths from fever, and from seven other causes. To form a fair estimate of the prevalency of illness and the death-rate it should be borne in mind that during the past season there have been, according to the contractor's statement, approximately 10,000 men employed for longer or shorter periods, with an average of about 2,500 employés in the camps at all times. Some of the doctors whom I met informed me that the fever from which most of the stricken employés suffered was not typhoid as popularly called, but was termed mountain fever. This disease, the physicians stated, in some cases only caused a feeling of illness for a short time, and came on very suddenly; in some cases the patient recovered in a couple of weeks, while others were quite sick for a month. There are rarely any relapses. Furthermore, the doctors did not believe that camp conditions were entirely responsible, because many men employed in isolated places, such as station men and freighters, were afflicted with the disease, as well as the Grand Trunk Pacific Railway engineers, whose camps did not contain more than three or four men, and were in most cases situated a considerable distance from the grade camps. The country through which the railway passes, I was informed, is usually infested with mosquitoes, but during the past season there was an entire absence of these pests. Flies in great numbers, however, were everywhere, and were a source of much annoyance, and in the opinions of the physicians were no doubt responsible in some measure for the spread of the fever.

Hospital Accommodation.

The buildings at Big Eddy and Prairie Creek are well constructed of logs, and at the time that I visited the hospitals, I

found everything neat and clean and the buildings were well heated. The bedsteads are of iron, with spring mattresses. During the summer many of the patients were accommodated in tents on canvas cots. Each hospital had a dispensary which was well supplied with drugs, while the Prairie Creek institution had a well-equipped operating-room. Books in which patients' names, relatives' names and addresses, &c., are entered are kept in each hospital, and similar bed-side charts to those used in the city hospitals are in use.

At Big Eddy hospital Dr. Baker is in charge with a staff of six orderlies and nurses. There were thirteen patients at the time of my visit, most of whom were nearly convalescent.

At Prairie Creek, Dr. Richardson is in charge, with Drs. Myers and Schillerberg assisting, and a staff of eight orderlies and nurses. There were thirty-three patients, about half of whom were in the convalescent class.

The hospitals were supplied with eggs, cocoa, malted milk and other nourishing foods.

The monthly cost of the staffs of the two hospitals now in operation is $1,155. The cost of maintenance and medicine could not be ascertained, but I was informed that it would amount to several thousand dollars. The contractors claim that there will be a very heavy loss in the hospital service for this year.

At Prairie Creek I met Engineer Smith, in charge of the Grand Trunk Pacific Railway engineering staff, who informed me that the engineers, ten in number, who had been treated for fever in the contractor's hospitals were well looked after, and paid a high tribute to the doctors in charge.

Complaint.

A complaint which I received during my stay in Edmonton regarding the hospital service on Messrs. Foley, Welch & Stewart's contract was in the form of a communication from Mr. William C. Kerry, of Edmonton, Alta., who stated that during his stay in the hospital at Prairie Creek he had been given sour bread to eat. He also stated that sick men had been given the work of washing towels, sheets, &c., as well as carrying wood and water. I brought this complaint to the attention of Dr. Richardson, who informed me that Mr. Kerry was a patient at the hospital from November 6 to 15, during which time he made no complaint to him, but that just previous to leaving the hospital, Mr. Kerry had made application for the position of laundryman at $45 per month and board, and because he did not receive it was much annoyed. The noon meal was just being prepared at the time of my visit and I went into the kitchen to ascertain what was being cooked. There was roast beef, boiled potatoes, rice and blanc mange. The cook informed me that bread was baked every day, that of the previous day's baking being used, and rarely was there any left over after all had been fed.

Grand Trunk Pacific Boarding Cars.

The complaint regarding accommodation of men working for the Grand Trunk Pacific Railway Company was made by Mr. H. T. Moddrel, who had worked in tie gang No. 1 for a few weeks, and had been discharged for refusing to do work in connection with transferring ties from box to flat cars. Mr. Moddrel considered the work dangerous, as one man who had been at the work had already fallen and injured himself. Mr. Moddrel stated that in the gang in which he was employed there were about thirty-six men, some of whom were compelled to sleep in box cars without windows or ventilation of any kind. One man who had some tools had bored holes in the car to permit of ventilation. The complainant also informed me that if he had not been discharged he would have remained on the work as long as it lasted.

On the journey from Edmonton to the end of steel, I took note of all boarding cars, and I failed to find any without windows. In fact, the equipment of gang No. 1 appeared to be better, if anything, than that of the others.

The boarding cars of the Grand Trunk Pacific Railway Company are cleaned out every day, and a doctor visits and inspects once a week the accommodation provided for the workmen.

Employment Agencies.

Before concluding this report I desire to call attention to what appears to me to be a misrepresentation on the part of some of the employment agencies in Winnipeg, who had sent men up to work as teamsters and labourers for Foley, Welch & Stewart. I secured a number of contracts made out by different employment agents in Winnipeg, in which it was stated that the work for which the person had been engaged was either in the vicinity of Wolfe Creek or Edson, to both of which points there is rail connection. Some of these contracts were made as late as September 23, 1910, when there was no work for teamsters or labourers in the localities mentioned. In fact, the scene of operations was much further west, from 40 to 50 miles. It is quite possible that men who expected to find their employment in the vicinity of Wolfe Creek or Edson would be disappointed upon their arrival to find that such was not the case, and could not well be blamed for expressing dissatisfaction. One of the agents in Winnipeg, however, who had engaged men, had it clearly stamped across the contract form that work was 100 miles west of McLeod river. This stream runs close to Wolfe Creek. This agent stated to me that he had always endeavoured to inform the prospective employés of the exact locality in which work was being carried on, and I would suggest to the contractors that all other agents who are requested to secure men for them in the future be instructed to give similar information.

Recommendations.

A matter which was brought to my attention was the difficulty experienced in securing postage stamps in the camps, some of the men who are desirous of writing to relatives or friends having to wait for days before being able to post their letters, I would recommend that where construction work is being carried on in districts remote from post offices that the contractors should be given licenses by the Post Office Department to sell postage stamps and post cards to their employés.

In conclusion, I desire to recommend that an inspector of railway construction, under the control of the Minister of Labour be appointed, with power to inspect camps and construction work, and to hear and investigate any complaints in connection therewith. Much of the railway construction work is necessarily carried on in parts remote from civilization, where it is difficult for workmen to secure speedy redress of any grievance. The appointment of a Government officer to make regular visits of inspection through these remote regions, to look after the welfare of the men engaged in this class of labour, would, I feel, inspire confidence among the workmen, and would also afford a much more ready method of investigating grievances than at present prevails.

I have the honour to be,

Sir,

Your obedient servant,

FRANK J. PLANT.

SETTLEMENT OF COMPLAINTS RE ALLEGED NON-PAYMENT OF WAGES IN CONNECTION WITH CONSTRUCTION OF THE ATLANTIC, QUEBEC AND WESTERN RAILWAY.

A letter was received in the Department of Labour on August 11, 1910, from the Honourable Rodolphe Lemieux, Postmaster-General, with which was enclosed a communication from Mr. Sylvain Lancup, of Little River, Quebec, in which complaint was made of alleged non-payment and short payment of wages due certain workmen for work performed in connection with the construction of the Atlantic, Quebec & Western Railway between Paspebiac and Gaspé.

In declarations made by employés working on the railway in question it was stated that wages had been withheld by one of the sub-contractors who had undertaken work for the New Canadian Company, Limited. This sub-contractor,

Peter Johnston by name, was operating in the vicinity of Brèche à Manon, and the outstanding claims against him related to non-payment and short payment of workmen, non-payment of hire of horses, non-payment of blacksmith's account, non-payment of doctor's fees, &c.; also it was alleged that wrong figures of the employés' time and rates of wages had been inserted in the pay-sheets.

Mr. Victor DuBreuil, one of the Fair Wages Officers, by instruction received from the Acting Deputy Minister of Labour, proceeded to Gaspé to investigate the cause of the complaints.

As the circumstances disclosed by the inquiry of Mr. DuBreuil appeared to indicate a breach of the subsidy contract with the Atlantic, Quebec and Western Railway, the matter was brought to the attention of the Honourable the Minister of Railways and Canals, in order that the necessary steps might be taken to secure a settlement of the outstanding claims.

On November 23, a letter was received in the Department from the General Manager of the Atlantic, Quebec & Western Railway, requesting the Minister to again send an officer to Gaspé in order to ascertain if all reliable claims had since been paid. Mr. DuBreuil was instructed accordingly, but before reaching Gaspé, was furnished by the General Manager of the Atlantic Quebec & Western Railway Company, with letters which the latter had received from the Mayor of Brèche à Manon, and also from the party who originally made the complaint on behalf of the workmen, in which it was stated that the matter had been satisfactorily settled, and that there would, therefore, be no necessity for Mr. DuBreuil to proceed to Gaspé. The General Eanager also assured the Department, on behalf of the Atlantic, Quebec & Western Railway Company, that should any reasonable complaints be made against the contractors, he would see that the same were settled immediately.

THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF DECEMBER, 1910.

Report Received.

DURING the month of December, the report was received of the Board of Conciliation and Investigation established in the case of the dispute between the Winnipeg Electric Railway Company and its conductors and motormen. A minority report was also submitted, bearing the signature of Mr. L. L. Peltier, member appointed on behalf of the employés concerned.

Other Proceedings Under the Act.

On July 2, an application was received in the Department for a Board of Conciliation and Investigation on behalf of the telegraphers, train despatchers, and station agents on the Intercolonial and Prince Edward Island Railways. In the application it was stated that the dispute arose out of the refusal of the Canadian Government Railways Managing Board to live up to the terms of the existing schedule of rules and rates of pay, and also its refusal to agree to certain proposed amendments to the same schedule. The number of employés concerned in this dispute was said to be 490.

At the request of the parties concerned the establishment of the Board was postponed as it was decided to hold conferences with a view of adjusting the differences in question. These conferences having failed to accomplish the desired result, a Board was established by the Minister of Labour on December 17, Mr. J. H. Gilmour, of Brockville, Ont., and Mr. J. G. O'Donoghue, of Toronto, Ont., being appointed members on the recommendation of the Managing Board and of the employés, respectively.

REPORT OF BOARD OF CONCILIATION AND INVESTIGATION IN THE DISPUTE BETWEEN THE WINNIPEG ELECTRIC RAILWAY COMPANY AND ITS CONDUCTORS AND MOTORMEN.

THE Minister of Labour received on December 13, the report of the Board of Conciliation and Investigation to which had been referred for adjustment certain matters in dispute between the Winnipeg Electric Railway Company and its conductors and motormen; on December 15, a minority report was also received, bearing the signature of Mr. L. L. Peltier, member appointed on behalf of the employés concerned.

The Board in this case was constituted as follows:—

Captain Wm. Robinson, of Winnipeg, Man., appointed on behalf of the employing Company; Mr. L. L. Peltier, of Fort William, Ont., appointed on behalf of the employés concerned; and Mr. W. J. Christie, of Winnipeg, Man., Chairman, appointed on the joint recommendation of the other two members of the Board.

The number of employés concerned in this dispute was given in the application as approximately 603.

The dispute related to the discharge of four employés whom the Company claimed had violated its rules by drinking while in uniform; the employés alleged, however, that it was a case of discrimination as the dismissed men were active members of the Amalgamated Association of Street and Railway Employés of America.

In its report the Board finds that the men had broken the Company's rules and that the Company was justified in their dismissal; also that the Company had not discriminated against any of the men. The Board also recommends that the reinstatement of the four men should be left to the judgement of the Company as the latter was financially responsible to the public for damages in case of injury or loss of life.

The minority report by Mr. L. L. Peltier, member appointed on behalf of the men, stated that the evidence showed that there existed a certain freedom of conduct among the employés while off duty and that they occasionally entered places where liquor was sold, and also occasionally drank intoxicating liquor. The dismissal of the four men without any previous personal warning by the Company aroused a strong suspicion among the men that discrimination had been shown and that the Company desired to get rid of two of the Union's most active official members. The minority report concluded by recommending that the men should withdraw the charge against the Company of discrimination; that the Company should reinstate the dismissed employés and institute a system of overseeing the men before going on duty; and that the Company should co-operate with its employés towards a better understanding.

The majority report of the Board not being acceptable to the employés, the men ceased work on the morning of December 16. A reference to the strike in question will be found elsewhere in the present issue of the *Labour Gazette*.

Report of Board.

The text of the majority report of the Board of Conciliation and Investigation in this matter is as follows:—

WINNIPEG, MAN.,
December 9, 1910.

To the Honourable
W. L. Mackenzie King,
Minister of Labour,
Ottawa, Ontario.

Sir:

In the matter of dispute between the employés of the Winnipeg Electric Railway Company and the Winnipeg Electric Railway Company your Board of Conciliation and Investigation beg respectfully to report as follows:—

The Board held its first meeting on the 14th day of November, A.D., 1910, and completed its work on the 9th day of December, A.D., 1910. The nature and cause of dispute is as follows:—

The employés claimed that the Company had discriminated against certain of the employés on account of said employés having taken a very active interest in the Street Railway Employés' Union, and have discharged some four men claiming that these men were seen in bar rooms and saloons while in uniform although not on duty. The Company claim to have a rule that employés while in uniform and off duty shall not enter any bar room or hotel for the purpose of drinking and claim that the men discharged were guilty of breaking this rule, which is denied by the men; and the men claim that the sole reason for the discharge of these men is that they are men who are very active in Union matters.

Every assistance was given by both the employés and the Management of the Company to bring out all the evidence bearing on the matter in dispute. We were pleased to find that the object of the Amalgamated Association of Street Railway Employés of America was to discourage in every way the use of intoxicating liquor and as the Company and its employés are responsible to the public for lives and injuries, it would be to the future benefit of both the employés and the Company to assist in every way to discourage the drinking habit and, therefore, minimize the possibility of accidents.

The Board decided to take evidence under oath and about forty-eight witnesses were examined. There were statements produced signed by about three hundred and fifty motormen and conductors to the effect that in their opinion, they were not breaking the rules of the Company by going into a hotel or bar room and drinking intoxicating liquor while wearing the uniform of the Company.

The following are the rules of the Company bearing on the cause in dispute:—

"Habits and personal conduct."

"5. The following acts are prohibited:

"(*a*) Drinking intoxicating liquors of any kind while on duty."

"(*b*) Entering any place where the same is sold as a beverage while in uniform or while on duty, except in case of necessity."

"(*c*) Contsant frequenting of drinking places."

"(*d*) Carrying intoxicating drinks about the person while on duty."

"(*e*) Carrying intoxicating drinks on the Company's premises at any time."

"(*f*) Indulging to excess in intoxicating liquors at any time."

"(*g*) Gambling in any form, including the laying of bets (and playing raffles) while upon the premises of the Company."

"(*h*) Smoking tobacco while on duty."

"(*i*) Smoking tobacco while off duty in any part of the Company's buildings, except in the conductors' or motormen's rooms."

"(*j*) Reading books or newspapers while on duty."

As the motormen and conductors are working under the above rules we cannot understand their interpretation of same to justify their going into a bar and drinking intoxicating liquor while wearing the uniform of the Company. The evidence went to show that every man employed as motorman or conductor receipted for a book of rules and regulations and that there was no complaint that they had any objections to same. There were about twenty-three motormen and conductors discharged for drinking intoxicating liquor between the first of July, A.D., 1909 and the first of October, A.D., 1910, and the evidence went to show that in these cases there were no complaints made as to wrongful dismissal. On October the 12th, A.D. 1910, three motormen and one conductor were dismissed from the Company's services, to which exception was taken, and which is the cause in dispute. From evidence taken and admissions of the four men dismissed, we are satisfied that they entered bar rooms where intoxicating liquors were sold and drank same while wearing the Company's uniform, which is prohibited by the Company's rules.

We find that the Company was justified in dismissing these four men, and we also find that there was nothing pro-

duced in the evidence to substantiate the charge that the Company had discriminated against any of the men. The Manager of the Company states that no motorman or conductor was ever dismissed from the Company's service, who was seen going into a hotel or bar room after his day's work was finished.

Your Board have seriously considered the matter of asking the Company to reinstate the dismissed motormen and conductor, but as the Company are finacially responsible to the public for damages in case of injuries or loss of life, we believe the matter should be left to the Company to decide on the merits of each individual case, as they have in the past disposed of similar cases.

The most recent rules that govern the use of intoxicating liquors are cited from a report of a Board of Conciliation and Investigation in a disupte between the Toronto Street Railway Company and its employés, dated the 29th day of August, A.D., 1910, which report states that for serious cases, including drunkenness, drinking in uniform or drinking on cars, employés may be suspended or dismissed at the discretion of the proper officials. These rules were accepted by both the Company and its employés.

All of which is respectfully submitted.

(*Sgd.*) W. J. CHRISTIE,
Chairman.

(*Sgd.*) WILLIAM ROBINSON,
For the Company.

Minority Report.

The text of the minority report in this matter is as follows:—

THE HONOURABLE MACKENZIE KING,
Minister of Labour,
Ottawa, Ont.

SIR,—

In the matter of the application of the Motormen and Conductors of the Winnipeg Electric Railway Company for the appointment of a Board under the provisions of the Industrial Disputes Act, to investigate and conciliate matters in dispute between themselves and the Winnipeg Electric Railway Company, I beg to submit to the Honourable the Minister of Labour this report in dissent to the majority report of the said Board.

The dispute, as shown in said application, grew out of the dismissal of four employés, members of Division 99 Street Railway Employés Union, two of said employés being active officers in the said Union. The dismissal was based upon the alleged violation of the Company's personal conduct rules, which I reproduce below, said infraction consisting of:

September 8.—Conductor No. 358 and motorman No. 133 on leaving their cars met conductor No. 636 and went to the Criterion Hotel, where No. 133 drank two brandies, No. 358 drank two port wines, and No. 636 drank gin and ginger beer. All three men were fully uniformed and had their badge numbers on caps.

September 21.—Conductor No. 123 and conductor No. 358 when going off duty at 11.45 A.M. met conductor No. 636, and went to the Criterion Hotel, where all parties took intoxicating liquor. All parties were fully uniformed.

October 4.—As motorman No. 133 was going off duty he met conductor No. 636, who was at that time in plain clothes, and went to the Criterion Hotel. Motorman No. 133 drank G. & W. whiskey, and No. 366, in plain clothes, drank gin and ginger beer. This was repeated twice.

October 11.—As conductor No. 358 came off duty he met conductor No. 636 who was in uniform, but wore a Christie stiff hat, and they went to the Criterion Hotel. No. 358 took the badge off his cap before entering, and put it in his pocket. No. 636 drank beer. No. 358 drank beer also. On the second treat No. 358 drank beer again, and No. 636 drank gin and ginger beer. These parties were fully uniformed with the exception of No. 358 who took his badge off his cap, and No. 636 wore street railway uniform, but did not wear any badge. No. 358 is Ruttle. Motorman No. 133 is Dunn, and No. 636 is Whelen.

The above charges were furnished the Board by the Company several days after its first meeting, and after repeated requests.

The above specific charges against these men were not to my mind, satisfactorily

proven. The allegation against conductor No. 358 and motorman No. 133 were denied under oath by both these men. No witnesses were offered by the Company in rebuttal to prove the charges given as having been committed on September 21. In fact, the evidence produced by the Company in support of the above charges was meagre and not entirely reliable, and in most cases it is a matter of one man's word against another's. However, your Department might find it of interest to go over the voluminous evidence taken, and thereby satisfy yourself that my statement as to the meagreness and unreliability of some of the evidence is warranted.

For obvious reasons, numbers of motormen and conductors' badges, as furnished by the Company, are given in lieu of names.

It has been customary for the employés to wear their uniforms off duty.

The following is the exact wording of the Company's rules relating to the question at issue:—

"*Rule* 5.—The following acts are prohibited:—

(*a*) Drinking intoxicating liquors of any kind while on duty.

(*b*) Entering any place where same is sold as a beverage, while in uniform or while on duty, exept in case of necessity.

(*c*) Constant frequenting of drinking places.

(*d*) Carrying intoxicating drinks about the person while on duty.

(*e*) Carrying intoxicating drinks in the Company's premises at any time.

(*f*) Indulging to excess in intoxicating liquors at any time.

Section (*a*) of Rule 5 is decidedly and admittedly proper, and is strongly endorsed by the employés. Evidence in abundance was furnished that the Union had refused to defend or intercede on behalf of those guilty of the violation of this section of Rule 5, also that the Company had reinstated men guilty of transgressing this section of the rule, although the Union had refused to intercede on their behalf.

(*b*) is manifestly not capable of literal enforcement, or at least it would be difficult to compel its observance. It debars employés, while in uniform, though off duty, from entering any place where intoxicating liquor is sold. As liquor is dispensed in nearly every room in a hotel it would debar employés from entering a hotel, while the word "necessity" in the rule gives wide latitude of interpretation.

(*c*) clearly conveys the idea that occasionally entering drinking places is permissible, and only habitual entering is prohibited. This allows a wide range of individual liberty.

(*d*) and (*e*) come under the same category as section (*a*), and has the approval of the employés.

Sections (*b*), (*c*) and (*f*) are not consistent with each other. (*f*) it will be seen leaves much to personal judgement and inclination.

To my mind, the unproven specific charges against these men come under the last mentioned section of the rule, which to quote again, reads "Indulging to excess in intoxicating liquors at any time." But assuming that these men were guilty of the charges preferred against them, they manifestly had not drank to excess. It may be worth while to point out that the existing agreement between the motormen and conductors and the Winnipeg Electric Railway Company was the finding of a board appointed under the Act, and whose decision was accepted by both parties. And I find from the stenographer's report of the proceedings of the said Board, under date of May, 1909, that the Company, through Mr. Phillips, their Manager, asked the Board to have the following clause incorporated in the said agreement, as Clause 25, namely, "Any motorman or conductor under the influence of drink when on duty, or drinking intoxicating liquors, or frequenting saloons or bar rooms while wearing any part of the Company's uniform, may be discharged;" but the Board did not consent, and therefore the clause was not incorporated into the working agreement. It will be seen that the proposed Clause 25 is more definite and in scope more drastic than the Company's rules quoted herein.

I find further that the Company's present rule book bears date of December 15, 1909. The question that arises here is, was Manager Phillips' desire to put

the above rule in the men's agreement an admission that the Company's own rules were indefinite and ambiguous, and especially sections (*b*), (*c*) and (*f*) wide open or nearly so; if this was the Manager's feeling, why did he not include this clause in the Company's rules issued some months later?

The evidence showed overwhelmingly that under the Company's rules and management there prevails a common usage and freedom of conduct among the employés while off duty, in uniform or otherwise, wherein the employés openly, unhesitatingly and feeling that they were privileged to do so, entered occasionally places where intoxicating liquors were sold, and drank intoxicating liquors occasionally. This custom prevailed not only among the motormen and conductors, but also among the Company's officers, as was proven under oath. It did not develop, in fact the evidence showed that the Company did not to any extent whatever use its prerogative of moral suasion or seek the co-operation of the Committees representing the men in individual cases in an effort to restrict even the excessive use of liquor. Therefore, what had been going on so openly so long, when checked or attempted to be checked by the dismissal of the four men in question, there developed a strong suspicion among the men that discrimination had been shown, and that the stringent method so suddenly employed without any previous personal warning by the Company, was prompted by its desire to get rid of two of the Union's most active official members. Further, the evidence established in my mind a conviction that the Company through its officers alone, without the aid of secret service agents, could have secured any day evidence of the fact that their employés did enter places where intoxicating liquors were sold, while off duty and in uniform, so that the employment of said secret service agents, upon whose reports the Company acted, was unnecessary, lends strength to the men's charge of discrimination, and has created a spirit of unrest and revolt among the Company's six or seven hundred employés.

And in addition to the sworn evidence, some 400 of the following statements, signed individually by the Company's motormen and conductors, were handed in to the Board and accepted by the Board in lieu of personal evidence.

"WINNIPEG, October 25, 1910.

"I, the undersigned, desire to make the following statement in lieu of personal evidence, which personal evidence I may not have the opportunity to give before the Board of Conciliation now about to investigate the dismissal of certain employés of the Winnipeg Electric Railway Company, the reasons for said dismissal being (as I understand) drinking in uniform.

I make statement in effect as follows: I have on various occasions gone into a hotel or saloon while in uniform for the purpose of taking a drink, and have felt perfectly free to do so as far as I understood and realized the rules of the Company in the matter of drinking in uniform. My impression and understanding of said rules was not that it carried a prohibition of taking a drink while in uniform, but only a prohibition of becoming drunk or getting under the visible influence of drink while on duty. I have never been under the influence of drink, but as stated before I sometimes have gone into a hotel for a drink, wearing uniform, and in doing this I did not feel that I was under chastisement by the Company to the extent even of reprimand, much less suspension or dismissal.

To this statement I truthfully subscribe.

(*Signed*) .....

The Company submitted a statement to the Board showing some twenty-three motormen and conductors as having been dismissed from the service of the Company from July 1, 1909, to October 1, 1910 for drinking intoxicating liquors. Under criticism, the statement was afterwards modified, and most of the men, it is alleged, were discharged for being intoxicated or drinking on duty, or coming on duty under the influence of liquor, and not for merely having entered a place where intoxicating liquors were sold while off duty, in uniform, and taking a drink.

Although some thirty-eight of the oldest employés testified on oath that the privilege always enjoyed by the men of moderate drinking—taking a drink on the way home, was the usual way of putting it—while off duty, whether in uniform or not, and that this usage was general among the employés, the staff as a whole is composed of temperate men, though not all teetotalers. (Again, this would apply similarly to any large body of men). Nevertheless, it should be, and is, the imperative and manifest duty of the Company and the men to give the public the largest possible measure of protection and best possible service. But this surely can be attained without either reflecting on the men or management or either, or taking from either liberty or movement and conduct off duty, so long as they behave themselves as good citizens. This protection can be given more effectually by the Company instituting a system of overseeing when the men report for duty, or at change-off points; thus the Company, at a moderate additional expense, could more effectually prohibit any employé going on a car unfit from any cause, than by ambiguous or unenforceable rules. What rule, for instance, can prevent an employé having intoxicating liquor in his home, a practice more dangerous than anything else, and to which above ambiguous rules or the arbitrary enforcement thereof would drive them; therefore overseeing going on, and on duty is to my mind the fairest and most effectual way of protecting the Company's property and the public from hazard.

I find further that Clause 17 of the men's working agreement with the Company provides as follows: "That when any motorman or conductor has been suspended or discharged from the service of the Company, and after investigation has been found not guilty of *sufficient cause* to warrant such discharge or suspension, he shall be reinstated and paid for all time lost." I especially draw your attention to the wording of this clause, "*found not guilty of sufficient cause to warrant such discharge or suspension he shall be reinstated and paid for all time lost.*" It will be seen from the charges against the dismissed men that even if guilty they had not gone beyond or transgressed section (*f*) of Rule 5, which refers to indulging to excess in intoxicating liquor *at any time*, and therefore that the men are justified under their agreement in maintaining that according to the provisions of Clause 17 of their agreement, if they have been found "not guilty of sufficient cause to warrant discharge, they shall be reinstated and paid for time lost."

I attach to this report, portion of the paragraphs from the official stenographer's report of the proceedings at the first meeting of the Board. I think that after perusing same you will bear me out in the contention that the procedure insisted upon by the management of the Street Railway Company was technical in its nature, and from the standpoint of conciliation, unfortunate. The Company had refused from the time of dismissal to furnish the three men, Dunn, Ruttle and Hall with specific charges, date, etc. The Company would not place these charges upon which it had based its action in dismissing the men, before the Board at its first meeting, but insisted upon using and did use the discharged men themselves, under oath, in an effort to prove the Company's contention that they had offended against the rules sometime. At the evidence given by the men they admitted having, in line with the prevailing custom among the employés, while in uniform and off duty, entered places where intoxicating liquors were sold, and occasionally drank intoxicating liquors, but in this admission they were only admitting that which the nearly 400 employés who signed the above statement had admitted, therefore the men feel that they have been discriminated against, and if the three men's admissions made under the circumstances I have recited are used against them it will but confirm them in their belief.

Manifestly, the conclusions reached herein are based upon local conditions, long existing usages among the men, the Company's rules, and the men's working agreement as assented to by the Com-

pany, and not as to rules embodied in working agreements between street railway employés and companies elsewhere.

In my efforts for conciliation I suggested, among other things, as a compromise having regard to all the circumstances, that the Board recommend the reinstatement of at least three of the dismissed men, namely Dunn, Ruttle and Hall, without pay for lost time, and subject to the men as a body consenting to a rule on personal conduct that would prevent future misunderstandings and would clearly state the limitations which should be put on the men's movements off duty and in uniform or otherwise. I believe the present to be an opportune time to reach such an agreement between the Company and its employés. The reinstatement of these men was also to be subject to the men withdrawing the charge of discrimination against the Company.

Having further regard to all the facts, as developed, and to the usage among the men, I am driven to the conclusion that the punishment was excessive, and in view of the strained relations existing between the Company and the men, and the evident imperative need of restoring harmony between the management and the men, so necessary to the maintenance of discipline and service, and in the interests of the public for whose comfort and convenience public service corporations are permitted to operate on the public streets, I feel it my duty to make the following recommendations with a view of affording an opportunity for further negotiations looking to an amicable settlement of the dispute:—

1. That the men withdraw the charge of discrimination against the Company.

2. That the Company reinstate the men dismissed without pay for lost time, subject to the men agreeing to a clause as part of their working agreement defining clearly the Company's personal conduct rules, whose ambiguity I have endeavoured to point out.

3. That the Company institute a system of overseeing the men going on duty.

4. That the Company through its management co-operate with its employés through their accredited representatives toward a better understanding and the wiping out of misunderstanding to each other's mutual interests and the public weal.

Finally, I beg respectfully to submit for your consideration the advisability of your Department using its resources in a further effort at conciliation, all of which I respectfully submit.

(*Signed*) L. L. PELTIER.

WINNIPEG, December 12, 1910.

INDUSTRIAL AND LABOUR CONDITIONS IN CANADA DURING 1910.

THE year 1910 may be characterized as one of general prosperity throughout Canada as a result of a continuance and acceleration of the buoyant tendency which was a feature of 1909. It will be remembered that in the latter year the process of recovery from the depression of the closing months of 1907 and the beginning of 1908 had become general. The effect of the past year was to accentuate this tendency, the year being more active and prosperous for general labour than any period since the phenomenal activity of 1906 and 1907. Some conservatism was expressed in the closing months, based on a reduction in the volume of business in the United States, but the immediate outlook was satisfactory, and the working class was entering upon the winter season under exceptionally prosperous circumstances.

Analyzing in brief the current industrial and trade prosperity, its leading features may be stated as follows:—

The Western agricultural yield of 1910 showed a falling off, but yields in Ontario and the Eastern Provinces were well maintained, and the prevailing high prices made the year a prosperous one for agriculture. Fishermen had on the whole a good year, and the lumbering industry showed considerable expansion. Mining outputs were heavy. Railway construction, as in the past two years, continued

to give employment to many thousands of men, and to exercise a far-reaching effect on the general market for labour. Transportation employés of all classes had a busy year, traffic returns and transportation companies' earnings showing large increases on the preceding year. The building year was, in the most important localities very active, and the total returns will probably equal or exceed previous records. A similar statement may be made with regard to the scale of municipal improvements. Indoor employment in the manufacturing industry was more active than at any time since 1906, a considerable expansion in the industry and a constant demand for labour being reported.

From the standpoint of general trade the year showed a pronounced increase upon its predecessor. It is estimated that exports and imports increased by over $70,000,000, while domestic trade was characterized by activity throughout the year. Financially, the year showed some depression in securities; relatively to the general movement Canadian securities appeared in a favourable light, being in good demand in the United States and European markets. Dominion revenues for the nine months of the fiscal year to December 31 were as follows:—

	1909.	1910.
Customs	$44,184,349	$53,949,964
Excise	11,620,007	12,695,490
Post Office	5,475,910	6,288,201
Public Works, Railways and Canals	7,676,189	8,362,291
Miscellaneous	4,433,623	4,369,885
Total	$73,390,080	$85,665,833

The immigration movement was probably the heaviest yet recorded in any one year, and the outlook is that 1911 will establish a still higher record. Wages and cost of living were both firm to upward.

Elements of uncertainty in the general outlook were chiefly in connection with speculation in lands and the large borrowings of Canadian industry.

Immigration.

Final returns with reference to the number of immigrants arriving in Canada during 1910 were not available at the close of December, but the year was characterized throughout by a heavy influx, both by way of ocean ports and from the United States. According to the latest statistics available the increase in the volume of the movement, as compared with that of 1909, was over seventy per cent. It is estimated that total arrivals will number considerably over 300,000, while the outloook is for a still further increase in the movement during 1911. As in the past few years careful supervision has been exercised by the Government to ensure the quality of immigrants entering Canada. Homestead entires show a heavy increase, in number, as compared with last year, which showed a decrease compared with 1908, for which the returns were unprecedentedly heavy.

Wages and Prices.

There was a continuance in 1910 of the upward tendency of wages which b gan in 1909, following upon the stationary conditions which prevailed during 1908. Wages of farm hands and general labour were on a very high level, nearly all of the changes recorded, as compared with 1909, being in an upward direction. In lumbering and mining the changes were nearly all of the nature of increases. As a result of the marked activity which existed in the building trades, wages were very firm, and some important increases took effect in several of the cities. Employés in industrial establishments reported an increasing tendency. In the printing trades, several important increases went into effect. There was a continuance also of the tendency so marked in 1908 and 1909 towards higher levels in the wages of railway employés. Several municipal corporations granted higher rates of wages to their employés during 1910.

The general tendency in cost of living was upward. Especially was this marked in the case of farm products and rentals. The upward movement was noticeable chiefly during the early summer months.

Trade.

A good indication of the volume of trade throughout the country is afforded

by statistics of bank clearings. The returns by cities in 1909 and 1910 are as follows:—

City.	1909.	1910.
Montreal	$1,866,646,829	$2,088,558,566
Toronto	1,437,700,477	1,593,954,254
Winnipeg	770,649,322	953,415,182
Vancouver	287,528,944	444,988,818
Ottawa	173,181,973	193,714,888
Calgary	99,453,662	150,677,003
Quebec	118,803,773	123,710,055
Victoria	70,695,882	101,567,074
Hamilton	84,803,936	101,226,496
Halifax	95,278,462	95,855,316
St. John	72,404,500	77,843,546
Edmonton	51,561,012	71,635,122
London	62,093,337	67,154,297
Total	$5,190,802,109	$6,064,300,645
Regina	[1]14,153,244	50,739,159
Brandon	.....	[2]21,278,869
Lethbridge	.....	[3]9,378,091
Saskatoon	.....	[4]9,004,823
	$5,204,955,353	$6,154,701,587

[1]Three months. [2]Nine months. [3]Four months. [4]Two months.

By months, the returns are as follows:—

	1910.	1909.	Increase.
January.	$484,718,035	$381,118,715	$103,599,320
Febru'ry	405,575,726	331,058,586	74,517,140
March. .	470,747,604	376,292,871	94,454,733
April. ..	486,712,773	383,871,156	102,841,617
May....	472,951,103	402,674,737	70,276,466
June....	495,076,795	433,854,458	61,212,337
July....	530,379,809	441,804,315	88,575,494
August .	480,686,006	389,007,142	91,674,864
Sept....	500,498,757	415,674,003	85,824,754
October	560,755,921	526,738,763	34,107,158
Nov'ber	618,518,946	570,700,425	47,818,521
Dec'ber.	574,770,818	552,366,380	22,404,438
Total..	$6,081,492,371	$5,204,955,353	$876,537,018

The increase shown in the above totals amounts to 16·84 per cent.

Conditions in the Industries and Trades.

Conditions of employment during 1910 in the several industries and trades throughout Canada may be briefly summarized as follows:—

Agriculture.

Though the agricultural return was lower than in 1909, conditions were not unfavourable, especially in Ontario and the Eastern Provinces, where returns were, on the whole, above the average. A bulletin of the Census Office gives the total area of field crops grown in Canada in 1910 as 32,711,062 acres, and the value of crops as $507,185,500, compared with 30,065,556 acres, and a value of $532,992,100 in 1909. In Western Canada there was a falling off in the yield, the result chiefly of drought during July. Apart from this, weather conditions were generally favourable. An unusually mild winter was followed by an exceptionally early spring, seeding being completed at a considerably earlier date than in the previous year. The early summer was similarly favourable, while the prolongation of mild weather in the late autumn enabled good progress to be made with ploughing and other reasonable employment. In the dairying industry the milk flow was abundant, pastures having been in good condition, especially in the spring and fall. Fruits were on the whole a fair yield, though apples have been a light crop in Ontario and Nova Scotia. It was a favourable year for live stock, and the export movement from Western Canada was very heavy. Prices for grains, animals, and other farm produce were uniformly high throughout the year, and agriculturists generally were in prosperous condition at the close of the season. The demand for labour was in excess of the supply at many points of Ontario and the Eastern Provinces throughout the year. In connection with the western harvest there was a falling off in the number of harvesters required. Exports of Canadian dairy produce for the past season show a decrease in value when compared with those of last year. Shipments of cheese, however, show a slight advance. Since the opening of navigation exports from Montreal and Quebec totaled 1,910,255 boxes, as compared with 1,866,275 last year. The total exports of butter during 1910 were 27,884 packages, as against 39,443 packages last season. In 1905 there were exported 573,449 packages, since when there has been a steady decline. The home demand for milk, butter and cheese has, of course, increased greatly during the past five years. Cream to the value of $1,000,000 was exported from Ontario and Quebec to the State of New York between April 1 and November 30.

Fishing.

The Canadian fisheries have, on the whole, had a fair year. In the Maritime

Provinces mackerel and herring were scarce, lobster and oyster fisheries were below the average, and other coastwise fisheries were generally light. The banking fleets, however, had a good year, and prices were on high levels. On the Great Lakes the year was quiet, though some heavy runs of herring were taken in Lake Erie. In British Columbia the salmon run exceeded expectations, and the fishermen received good prices. Whaling operations off Vancouver Island were very successful. Herring and halibut catches in this province were also satisfactory. The sealing fleet of Victoria was more successful than in many years past.

Lumbering.

The lumbering industry had a good year. The mills ran continuously throughout the summer season, closing down only with the advent of frost in November. Prices were well maintained, and market conditions were generally favourable. Improvement compared with 1909 was especially marked in British Columbia, where the industry throughout the year was on a much more favourable basis than for some time previously. Though the early spring brought winter operations to a close somewhat earlier than usual, the drives were successful, employés receiving somewhat higher wages than in 1909. Similarly, during the autumn season, wages were slightly higher, in connection with the hiring of men for the winter, than in the previous year. The outlook is for a normal cut during the present winter season.

An important incident of the year was the prohibition of the exportation of pulp wood cut on Crown lands in the Province of Quebec, after May 1.

Mining.

The mining output was well maintained throughout 1910. The Nova Scotia collieries had a busy year, notwithstanding the continuance of strike conditions at Springhill. Shipments were much heavier than in 1909, during which the strike of the employés of the Dominion Coal Company occurred, and were only slightly below those of 1908. The asbestos and copper mines of Quebec produced steadily. The mica trade in the same province was more active than in the preceding year, though showing dullness at the close. Operations in Frontenac county, Ont., were exceptionally active, but there was a falling off in oil production in the southwestern portion of the province. Returns from the Cobalt camp showed a continuance of very active and profitable operations. A feature of the year was the opening up of the Porcupine river district and the further development of the Gowganda and other northern fields. The production of copper, nickle and iron in the northern and western portions of the province was steadily maintained. In Alberta, the coal mines had a very active year, as was the case also in the Crow's Nest Pass and Vancouver Island mines. The metalliferous camps of the interior of British Columbia made steady progress, the annual reports of the large companies, with few exceptions, presenting a uniformly favourable showing, outputs generally comparing favourably with those of the preceding year, though there was a falling off in lead, copper and zinc.

Manufacturing.

The year was one of steadily increasing activity in this industry; not since 1906–7 has the process of expansion been more marked. Establishments in nearly all branches and localities were working full time with full staffs throughout the year, and in many cases overtime was resorted to, perhaps the most notable exception in this respect was the flour milling. A notable example of revival occurred in the case of the woollen industry. Cotton mills reported a decided improvement in conditions during the second half of the year. A scarcity of female labour for whitewear and similar establishments was complained of, following the very pronounced resumption of activity in these branches. Additional male employés, especially skilled hands, could also have found work in certain localities. While all branches, as above stated, shared in the general activity, those engaged in the production of building ma-

terials were especially affected. The outlook at the close of the year was for a good winter season in industrial establishments.

Ottawa has 168 factories or manufacturing plants. During the past twelve months it has gained twelve, or at the rate of one a month. It is believed that these conditions are fairly typical of other leading industrial centres.

The milling industry during the year 1910 has not had the benefit of the favourable world's market conditions which were so important a factor in enabling that industry to realize phenomenal profits during the year 1909.

The past year in the iron and steel industries is stated by a leading authority to have been one of "preparation, rather than of advance." The settlement of the acute differences as between coal producers and iron and steel producers, in the Maritime Provinces, permitted a forward movement there. Ontario's production of pig iron in 1910 should be about eight per cent. greater than in the year previous, and the returns of the Bureau of Mines for the nine months ended with September, make it appear that the added value of that product would be about $300,000. In iron ore production, however, there was a decided falling off. There was an increase of ten per cent. in the steel tonnage, and the value of the product is estimated to be close to $7,500,000. "All things considered," says a competent authority, "Canadian iron and steel corporations, particularly those identified with the production of iron ores, are anticipating expansion."

Railway Construction.

The year saw a continuation of the extremely active conditions which prevailed during 1909; estimates at the close of the year were that an approximately equal amount had been expended with a similar result in extension of mileage. Nearly 6,000 miles of railway were in various stages of completion in 1910. The mild weather of January and February and the early opening of spring enabled relatively rapid progress to be made with rock cutting and bridge construction in the first quarter of the year. With the advance of the season activity rapidly increased, and in the summer months the demand for labour exceeded the supply at several points, especially in British Columbia, notwithstanding the high wages generally offered. These conditions continued throughout the rest of the season. The chief work of the year was in connection with the trunk line and branches of the National Transcontinental Railway, and with extensions of the Canadian Pacific Railway and Canadian Northern Railway Companies in the Northwest Provinces. Several new branches were opened for traffic by these Companies during 1910; noteworthy, also was the completion of several important contracts in New Brunswick, and of the line of the Grand Trunk Pacific Railway connecting Edmonton with Lake Superior. At the close of the year it was stated that the number who would be employed during the coming winter season, in connection with railway construction operations, would considerably exceed that of last year.

Operating companies added largely to equipment during 1910, it being stated in general terms that the output of car and locomotive shops exceeded that of any previous year.

General Transport.

Employés engaged in transportation had a more active year than in 1909. Evidence of this was to be found in the steadily increasing earnings of the large railway companies, which continued almost up to the end of the year. Except for the strike of trainmen on the Grand Trunk Railway system the year was comparatively free from labour disturbances. The heavy increase in the volume of immigration and the active movement of general merchandize accompanying the general trade buoyancy were the accounting causes of these conditions. The Canadian water transportation companies had a good year, not-

withstanding that east-bound traffic on the lakes fell off towards the close of the season. Canal returns were very heavy. The winter port business was also satisfactory, showing an increase over that of the winter of 1909. The number of vessels entering the harbour during the same period was 1,408, of which 760 were ocean liners. The grain exporting season from Montreal was not a very good one this year. The quantity exported was 26,859,268 bushels, as against 27,559,395 bushels last year. The largest decrease was in wheat, 5,700,000 bushels, which, however, was partly offset by a large increase in exports of corn and oats.

Though much was written concerning shortages in western grain production, the low rates for grain traffic, and the general dullness in the shipping business, the aggregate amount of grain sent out from the two ports of Port Arthur and Fort William, between August 31 and November 30, was almost as large as that for the same period in 1909. Of the four leading cereals, wheat, oats, barley and flax, the shipments this fall were 44,396,070 bushels, as compared with 45,763,566. The total in each case includes screenings. The figures are:—

	1910, Bushels.	1909, Bushels.
Wheat	35,337,859	35,400,874
Oats	5,584,959	7,232,357
Barley	862,471	1,290,810
Flax	2,023,222	1,606,356
Screenings	587,559	233,169
Total	44,396,070	45,763,566

Western wheat inspections in 1910 and 1909 were as follows:—

Spring Wheat.	1910, Cars.	1909, Cars.
No. 1 hard	10	235
No. 1 nor	7,334	19,994
No. 2 nor	15,563	18,050
No. 3 nor	12,097	6,044
No. 4	3,897	1,086
No. 5	1,302	206
No. 6	862	82
Other grades	2,613	3,377
Total	43,678	49,074

The grain-carrying trade during the past season was the most disappointing that vessel-owners have experienced in recent years. It was not that shipments ran behind the average so much, as that low rates ruled for the greater part of the season. The rate on wheat ranged fully a cent a bushel below last season, and cases were instanced where freighters facing the alternative of running down light carried grain at an actual loss.

The Trades.

Building.—The year was considerably more active than its predecessor. From nearly every centre of importance the monthly returns showing the number of building permits issued and the estimated values of the building and repairs represented therein showed a considerable increase as compared with returns during 1909. No summary statement was available up to January 1, 1911, but estimates were to the effect that the general amount of building would equal that of the years 1906 and 1907, which represent the most active previous building seasons of which statistical records are available. Employment, as a consequence, in the building trades was very active, and skilled labour was in good demand. The outlook, moreover, at the close of the year was for an exceptionally busy season on indoor finishing, while in most localities contracts already in hand indicate an active resumption of outdoor work on the opening of spring.

The great activity in building which has characterized the past year or two in all parts of Ontario, is set forth in the report of the brick production of the province. As compared with 1908 the output of common brick rose from 222,361 thousand to 246,308 thousand in 1909. A still larger production was reported in 1910.

The following details up to the end of November, as published by *Construction*, show increases over the figures for any previous year:—

	—Eleven Months— 1910	1909.
Berlin, Ont.	$ 347,546	$ 194,500
Brandon, Man.	936,385	350,120
Brantford, Ont.	519,130	279,985
Calgary, Alta.	5,235,294	2,268,900
Edmonton, Alta.	2,700,685	2,120,572
Fernie, B.C.	400,000	200,000
Fort William, Ont.	1,977,040	2,722,565
Halifax, N.S.	452,370	614,425
Hamilton, Ont.	2,555,355	1,653,799
Kingston, Ont.	219,597	141,030
Lethbridge, Alta.	1,174,740	1,234,330
London, Ont.	741,989	817,979
Montreal, Que.	14,871,042	7,622,236
Moose Jaw, Sask.	1,045,640	497,390
Ottawa, Ont.	2,847,550	4,423,465
Peterboro', Ont.	508,718	341,394
Port Arthur, Ont.	985,816	584,810
Regina, Sask.	2,331,763	749,194
Saskatoon, Sask.	2,639,896	942,905
St. John, N.B.	507,475	363,650
St. Thomas, Ont.	276,250	255,900
Sydney.	343,754	162,770
Toronto, Ont.	19,774,518	16,545,882
Vancouver, B.C.	12,196,240	6,745,764
Victoria, B.C.	2,066,295	1,601,720
Windsor, Ont.	369,340	421,385
Winnipeg, Man.	14,136,200	9,192,900
Totals.	$92,161,628	$62,908,540

Metal and woodworking.—Employés of metal and woodworking establishments had very active employment. The iron and steel industries were very busy and were adding largely to plant; large orders in hand were reported at the close of the year. Establishments for the manufacture of structural material had also an exceptionally busy year. Similarly, the various furniture and musical instrument establishments offered steady employment to full staffs. Planing mills, &c., had a very busy year, as a result of the activity in building.

Printing.—The general tone of employment among printers and pressmen was buoyant. Employés of bookbinding and stationery establishments had a busy year.

Clothing.—Favourable conditions were reported by journeymen tailors. Garment working establishments were very busy, and in several localities could have given employment to additional help. Female help for these establishments was in demand throughout the year. Boot and shoe factories had a fair year.

Textile.—Cotton mill employés had increasingly active employment, undisturbed by labour difficulties. A feature of the year was the pronounced increase in activity in the woollen mills, several of which largely increased their staffs and scale of operations.

Leather.—The year was more favourable than 1909 in the tanning industry, as a result of more settled price conditions. Trunk and bag makers and other subsidiary trades were actively employed.

Food and tobacco preparation.—Bakers had a good year and confectioners a very busy one. Cigar makers and tobacco workers reported an improvement as compared with 1909.

Miscellaneous.—General trade buoyancy gave active employment to retail clerks and delivery employés. Hotel and restaurant employés had an improved year, as compared with 1909, owing to an increase in tourist and general passenger traffic.

Unskilled labour.—The year was very active, the season opening at an earlier date than that of 1909, and the amount of employment for workmen of this class in connection with railway construction, civic improvement works, building, &c., being greater than during the preceding year. Steady employment at good wages was available in nearly every section of the Dominion, with the demand in excess of the supply at several points. At the close of the outdoor season the increased earnings resulting from these conditions enabled this class to face the winter under favourable circumstances compared with 1909. In the closing days of the year relief associations reported a large falling off in the demands usually made upon them at this season.

Labour Legislation.

Several enactments of importance as bearing specifically on the interests of labour were passed by the Parliament of Canada and by the Legislatures of the several Provinces during 1910. A brief enumeration of these is of interest in a summary of the present nature.

Dominion legislation of the year provided for the investigation of combines in restraint of trade; for the amendment of the Industrial Disputes Investigation Act; for encouraging the building of dry-docks capable of accommo-

dating the largest vessels; for the leasing of lines connecting with the Intercolonial Railway; for revising and amending the Insurance and Currency Acts; for the reconstitution of the Immigration Acts; for the appointment of a Commission on Industrial Training and Technical Education; for the final ratification of the Franco-Canadian convention; for the ratification of the arrangements concluded between the United States and Canada averting a threatened tariff conflict; and for the termination of the tariff dispute between Canada and Germany. In addition to the above, Acts were passed providing for a Pension Fund for employés of the Merchants' Bank; amending the Annuities Act; amending the Meat and Canned Foods Act; and giving jurisdiction to the Exchequer Court as to claims for death, injury or loss on Government railways.

Nova Scotia legislation of the year included a comprehensive amendment with respect to compensation to workmen for accidental injuries; amended the law relating to the employment of women; authorized the formation of co-operative associations among fishermen's unions; amended the Coal Mines Regulation Act; provided for the payment of annuities to school inspectors; established a Juvenile Court; exempted from seizure Dominion Government Annuities; consolidated the Crown Lands' Act, giving the Governor-in-Council power to prohibit the export of pulp wood cut on Crown lands; and facilitated the incorporation of farmers' warehouse associations.

In *New Brunswick* the creation of a Commission for the purpose of supervising public utilities; the amendment of the Act establishing a Bureau of Labour; and the exemption by statute of Dominion Government annuities were the principal measures assented to.

The statutes passed by the Legislature of the Province of Quebec, during 1910, included Acts for the establishment of employment bureaus; for the protection of child and female labour; respecting co-operation; making a grant in aid of forestry education; protecting Dominion Government annuities; amending the charter of the Montreal Firemen's Benefit Association; ordering the manufacture in Canada of timber cut on Crown lands; providing for the appointment of a commission to submit rules regarding running waters; and compelling the issue in French and English of all railway tickets. Provision was made for the inspection of butter and cheese factories, the licensing of the same, and the closing of unsanitary establishments.

The most noteworthy feature, from the standpoint of labour, of the legislation passed by the *Ontario* Legislature in 1910, was an extensive revision and consolidation of the labour laws of that Province. Acts governing the sale of bread and the construction of steam boilers were passed. The sale of liquor on Christmas day was prohibited. The jurisdiction of the Railway and Municipal Board over railways and street railways was enlarged; and the Act regulating the manufacture of dairy products, respecting riots near public works, and making more clear the rights of the Hydro-Electric Commission to enter upon lands for the construction of its transmission lines were passed.

A revision and consolidation of previous legislation, with important additions, comprised in a Workmen's Compensation Act, was, from the standpoint of labour, the most important measure enacted by the *Manitoba* Legislature, in 1910. Important Acts of the session were for the protection of children selling newspapers in the streets; for the incorporation and licensing of steam engineers; authorizing the Government ownership of grain elevators; and providing means for the sale of municipal telephone systems to the Government.

During the 1910 session of the *Saskatchewan* Legislature the most important enactment from the standpoint of labour was an Act for the Protection of Persons employed in factories. Other important legislation was a "Public Health Act," an "Act respecting Public Works," and amendments to the "Steam Boilers Act," and to the "Children's Protection Act."

In *British Columbia*, the more important legislation enacted by the Legislature in 1910 consisted of, amendments to the Mechanics' Liens Act, the Woodmen's

Liens Act, the Steam Boilers Inspection Act, the Factory Inspection Act, the Coal Mines Regulation Act, the exemption from seizure of Dominion Government annuities, amendments to the Timber Marking Act, and the Timber Manufacturing Act; a consolidation and amendment of the liquor Act, an amended and extended Companies Act, and amendments to the Children's Protection Act.

REVIEW OF TRADE DISPUTES IN CANADA DURING 1910.

THERE was an increase of eighteen in the number of strikes and lockouts in existence in Canada during 1910, compared with the previous year, there having been sixty-nine in 1909 and eighty-seven in 1910. Of the latter, six disputes began in the previous year. There was, however, a reduction of over 164,000 in the estimated number of working days lost. The principal disputes were a strike of coal miners at Springhill, N.S., which, commencing in August, 1909, lasted throughout the whole of the year 1910, and a strike of employés of the Grand Trunk Railway Company, which lasted for a fortnight. Building operations were impeded at Montreal, Que., through disputes affecting bricklayers and masons from June 20 until September 9, and through a general strike of plumbers, which began on September 17, and continued about three months.

Strike of Coal Miners at Springhill, N.S.

A strike of coal miners employed by the Cumberland Railway and Coal Company, at Springhill, N.S., which began on August 10, 1909, was still in force at the end of the year 1910, although there was some improvement compared with the previous year. Originally about 1,700 men had gone out, on account of the refusal of the Company to recognize the United Mine Workers of America, or to agree to certain changes in the conditions of their employment. In the course of the year, however, about 700 strikers left the place to seek work elsewhere. In the month of January, the Company reopened one of their mines, having secured a few non-unionists to work it. Mining operations continued throughout the year to a limited extent, and in November the daily output amounted to 550 tons. A change in the ownership of the mines was effected towards the end of November, by the transference of a controlling interest to the leading directors of the Dominion Steel Corporation. The change, however, had no immediate effect on the strike.

Strike of Employés of the Grand Trunk Railway Company.

On July 18, a strike of employès in the train and yard service of the Grand Trunk Railway System took place, on their failure to reach an agreement with the Company with reference to proposed new rates of wages and working rules. The strike was settled on August 2, through the friendly intervention of the Minister of Labour, and the Minister of Militia and Defence. While the strike was in progress business interests suffered through the congestion of freight at all points of the line, and the loss in earnings to the railway company alone was estimated at about $1,000,000. About 2,750 employés were directly involved in this dispute, and 4,800 men were thrown out of employment for a week by it.*

*A full account of the dispute is given in the *Labour Gazette* for August, 1910; page 194.

Magnitude of Trade Disputes.

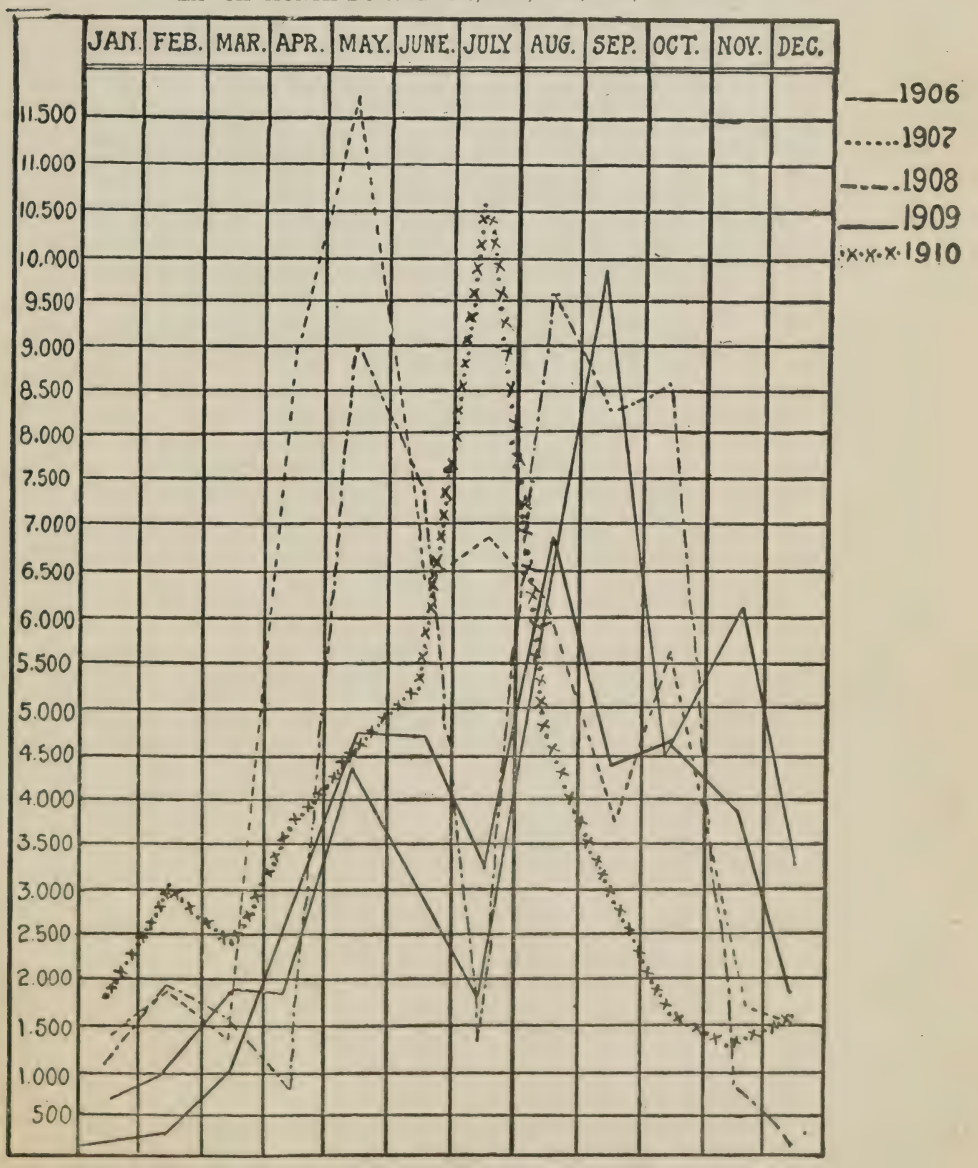
There were approximately 19,543 employés involved directly or indirectly in trade disputes, which began during 1910, compared with 17,880 in 1909. The following table shows the numbers affected, according to the months in which the disputes began.

TOTAL NUMBER OF EMPLOYES INVOLVED IN TRADE DISPUTES WHICH BEGAN DURING 1910.

	Directly.	Indirectly.	Total.
January	28	.....	28
February	1,221	15	1,236
March	345	187	532
April	1909	7	1,916
May	2,392	80	2,472
June	3,122	175	3,297
July	5,052	2,524	7,576
August	410	.....	410
September	691	320	1,011
October	66	.....	66
November	300	.....	300
December	612	.....	612
Total	16,148	3,308	19,456

The following diagram illustrates the variation from month to month in the number of employés involved in trade disputes during the years 1906, 1907, 1908, 1909 and 1910.

DIAGRAM SHOWING THE TOTAL NUMBER OF EMPLOYES INVOLVED IN TRADE DISPUTES EA CH MONTH DURING 1906, 1907, 1908, 1909, AND 1910.



The following table shows the magnitude of the trade disputes which were reported to the Department in 1910, according to the months in which they occurred.

TABLE SHOWING MAGNITUDE OF TRADE DISPUTES DURING 1910 ACCORDING TO THE MONTH IN WHICH THEY BEGAN.

Magnitude.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
2,000 and over							2						2
1,000 to 2,000					1	1							2
500 to 1,000		1		1		2	1		1			1	7
300 to 500				1					1				2
200 to 300			1	1	4	1	1	1					9
100 to 200			2	4	1	1	1				1		10
50 to 100		3	1	2	4	1		1		1	1		14
25 to 50		2			2	4	1	1	1		2	1	15
6 to 25	2	1		2	1		3	2		1	1	2	15
Unknown			1		1		3						5
Total	2	7	5	11	15	10	12	5	3	2	5	4	81

The following table shows the magnitude of trade disputes in the years 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909 and 1910, according to the number of employés involved.

TABLE SHOWING MAGNITUDE OF TRADE DISPUTES ACCORDING TO NUMBER OF WORK PEOPLE INVOLVED IN 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909 AND 1910.

Magnitude.	Year.									
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910
2,000 and over	3		5	2		1	3	2	2	2
1,000 to 2,000	3	2	5	3	4	4	10	2	2	2
500 to 1,000	5	1	10	2	5	6	7	4	7	7
300 to 500	5	8	9	9	4	6	9	9	6	2
200 to 300	4	7	18	2	4	15	7	6	4	9
100 to 200	4	15	23	10	15	14	18	7	12	10
50 to 100	14	21	19	15	17	29	28	12	10	14
25 to 50	24	28	34	23	17	32	28	7	11	15
6 to 25	31	37	36	35	21	30	31	15	14	15
Unknown	11	4	1	2		1	5	1		5
Total	104	123	160	103	87	138	146	65	68	81

Loss of Time in Working Days.

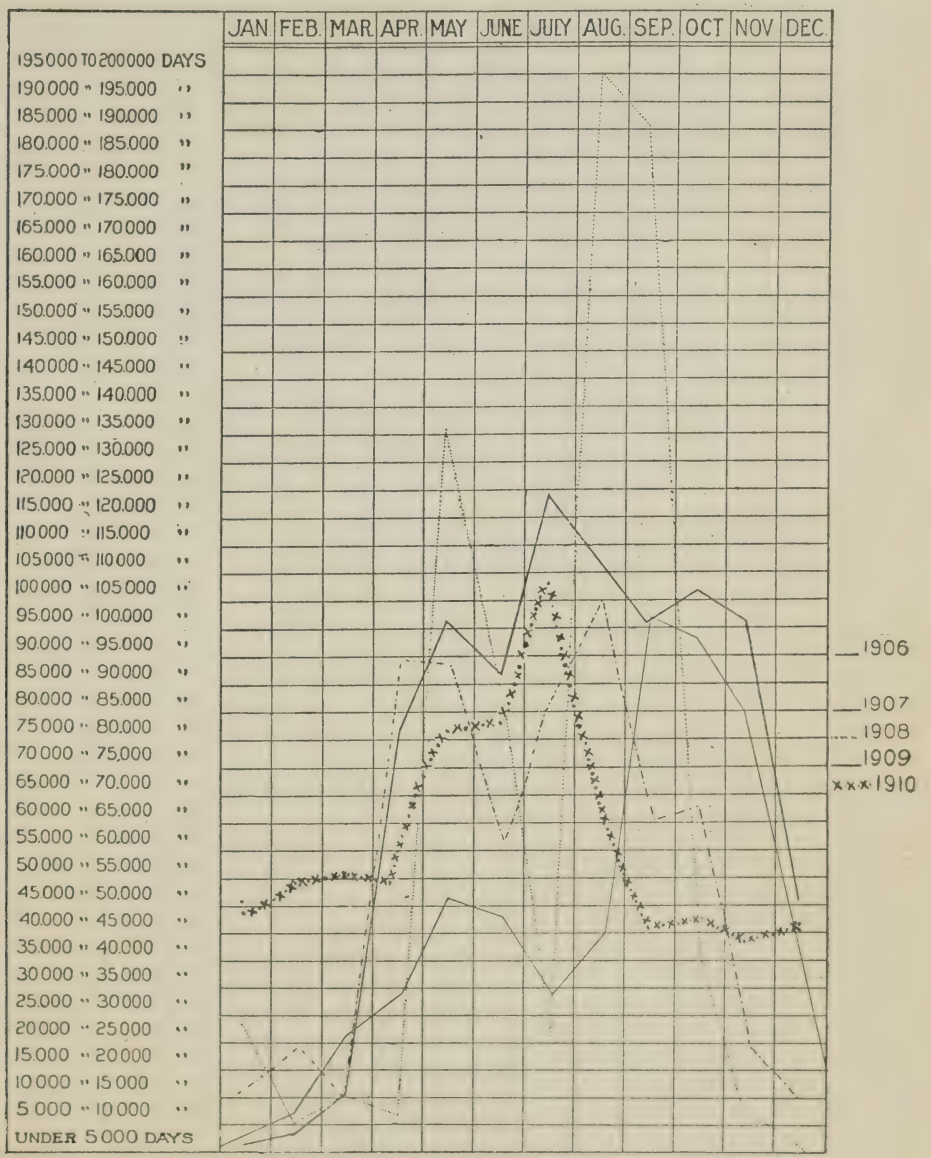
The loss of time to employés through trade disputes during 1910, amounted approximately to 677,534 working days, compared with a loss of approximately 842,275 days in 1909. An estimate of the loss of time by months is given in the following table.

TABLE SHOWING LOSS OF TIME IN WORKING DAYS TO EMPLOYES THROUGH TRADE DISPUTES BY MONTHS DURING 1910.

	Approximate Loss in Working Days.		Approximate Loss in Working Days.
January	44,650	July	103,400
February	49,484	August	62,600
March	50,570	September	40,280
April	49,110	October	42,400
May	77,030	November	38,290
June	78,450	December	41,270
		Total	677,534

The following diagram shows the monthly variation in the number of working days lost during the last five years.

DIAGRAM SHOWING LOSS OF TIME IN WORKING DAYS THROUGH TRADE DISPUTES BY MONTHS DURING THE YEARS 1906, 1907, 1908, 1909 AND 1910.



Number of Disputes According to Trades Affected.

The following table shows the number of disputes, by months, in each group of trades, during 1910.

TABLE SHOWING INDUSTRIAL DISPUTES IN CANADA BY TRADES DURING 1910.

Trades.	Number of Disputes.												
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Agriculture													
Fishing													
Lumbering				1			1						2
Mining and quarrying				2								1	3
Building	2			1	5	6	2	4	3	1	1		25
Metal working and shipbuilding			1	2	3	2	2	1		1	2		14
Woodworking and furnishing			2										2
Textile trades					1								1
Clothing trades		4	1	2	1						1	2	11
Food and tobacco preparation		2	1		4	1	1						9
Leather trades													
Printing and bookbinding		1											1
Transport				2			3					1	6
Unskilled labour				1		1	3						5
Miscellaneous trades					1						1		2
Total	2	7	5	11	15	10	12	5	3	2	5	4	81

The following table shows the number of disputes in each group of trades during each of the last ten years.

TABLE SHOWING INDUSTRIAL DISPUTES BY INDUSTRIES AND TRADES IN 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909 AND 1910.

Trades.	Number of Disputes.										
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	Total
Agriculture					2						2
Building	14	28	44	29	19	29	45	12	13	25	258
Metal	23	31	17	16	13	21	17	19	5	14	166
Woodworking	4	10	9	3	2	12	6	5	4	4	59
Textile	6	1	5	3	1	4	6	6	2	1	35
Clothing	10	9	11	12	11	9	17	5	9	11	104
Food and tobacco preparation	9	10	6	11	4	8	1	1	3	9	62
Leather	1	3	4	1		3	5		2		19
Printing and book binding	2	3	3	5	7	6	2	1		1	30
Transport	4	4	18	2	4	14	15	7	7	6	81
Longshoremen	5	4	4		1	1	3			1	19
Mining	5	3	9	6	12	13	14	10	10	3	85
Fishing	2	1	1	2		1	1		2		10
Unskilled	11	6	9	3	2	12	7	8	9	5	71
Miscellaneous	8	10	20	10	9	5	7	2	2	2	75
Total	104	123	160	103	87	138	146	66	68	81	1,076

Disputes by Localities Affected.

Of the eighty-one disputes which began in 1910, thirty-four occurred in the Province of Ontario, and seventeen in the Province of Quebec. No strike took place in the Province of Prince Edward Island. In the following table the number of disputes is given by provinces, according to the months in which they began.

TABLE SHOWING TRADE DISPUTES IN CANADA BY PROVINCES DURING 1910.

Provinces.	Number of Disputes.												
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Nova Scotia	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2	.....	3
Prince Edw. Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Brunswick	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Quebec	.....	3	1	.....	1	3	4	.....	2	.....	2	1	17
Ontario	1	3	4	5	10	6	2	1	1	1	.....	.....	34
Manitoba	.....	1	.....	1	.....	.....	.....	2	.....	.....	.....	3	7
Saskatchewan	1	.....	.....	.....	1	.....	1	1	.....	.....	1	.....	5
Alberta	.....	.....	.....	2	1	.....	1	1	.....	1	.....	.....	6
British Columbia	.....	.....	.....	2	1	1	2	.....	.....	.....	.....	.....	6
More than one province affected	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Total	2	7	5	11	15	10	12	5	3	2	5	4	81

The following table gives the number of trade disputes by provinces which have occurred during the past ten years.

TABLE SHOWING TRADE DISPUTES IN CANADA ACCORDING TO PROVINCES FOR THE YEARS 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909 AND 1910.

Locality.	Number of Disputes.										
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	Total
Nova Scotia	5	12	7	7	7	11	12	3	6	3	73
Prince Edward Island	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
New Brunswick	3	7	7	2	5	8	8	6	1	1	48
Quebec	29	20	33	31	21	24	29	19	12	17	235
Ontario	53	65	83	52	32	61	71	26	26	34	503
Manitoba	3	8	1	4	9	9	6	1	7	7	55
Sakatchewan	.....	.....	.....	.....	.....	.....	1	1	1	5	8
Alberta	.....	1	5	1	2	13	6	3	6	6	43
British Columbia	10	8	24	4	10	12	11	6	8	6	99
More than one province affected	[1]	.....	.....	[2]	[3]	.....	[4]	[5]	1	[6]	10
Total	104	123	160	103	87	138	146	66	68	81	1,076

[1]Dispute affected all provinces in Dominion with exception of Prince Edward Island.
[2]First dispute affected Ontario, Manitoba, Saskatchewan and Alberta; second, affected same provinces with the addition of British Columbia.
[3]Dispute took place in Quebec and Ontario.
[4]One dispute took place in Quebec, Ontario and Manitoba, and the other in Alberta and British Columbia.
[5]Disputes affected all provinces except Prince Edward Island and Nova Scotia.
[6]One dispute took place in Quebec and Ontario, and the other in Manitoba, Saskatchewan and Alberta.

Disputes by Months.

The following table shows the number of disputes which have occurred each month during the past ten years, from which it may be seen that the greatest number took place in the month of May.

TABLE SHOWING TRADE DISPUTES IN CANADA BY MONTHS DURING 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, AND 1910.

Months.	Number of Disputes.										
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	Total.
January	7	8	6	9	6	12	8	7	4	2	69
February	3	5	12	5	4	6	3	6	3	7	54
March	13	12	22	9	6	8	8	5	4	5	92
April	12	20	23	20	8	13	28	9	7	11	151
May	7	27	29	23	11	28	31	14	11	15	195
June	23	18	23	9	12	14	20	6	8	10	143
July	14	7	15	6	13	8	15	3	10	12	103
August	5	6	11	6	8	17	12	6	10	5	86
September	5	9	7	3	9	15	8	2	2	3	63
October	5	4	6	8	3	3	7	2	4	2	44
November	7	7	3	2	3	12	3	2	3	5	47
December	3	.....	3	3	4	2	3	4	2	4	28
Total	104	123	160	103	87	138	146	66	68	81	1,076

Causes of Disputes.

Of the eighty-one disputes which began in 1910, thirty-five arose from demands for higher wages only. Questions of wages entered also into eighteen other disputes. The following table shows the causes of trade disputes during 1910, according to the months in which they began.

TABLE SHOWING CAUSES OF TRADE DISPUTES IN CANADA DURING 1910.

Cause.	Number of Disputes.												
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
For increase in wages	1	2	1	3	10	5	7	2	3	1	.....	.....	35
Against reduction in wages	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Against employment of non-unionists	.....	1	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	3
Against employment of persons other than non-unionists	1	.....	.....	3	.....	1	1	.....	.....	.....	.....	.....	6
Against discharge of employés	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
For "closed shop" and recognition of union	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Against conditions of employment	.....	1	1	1	1	.....	.....	.....	.....	.....	.....	.....	4
Against method of payment	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	1	3
For increase in wages and recognition of union	.....	1	.....	.....	1	1	.....	.....	.....	.....	.....	.....	3
For increase in wages and shorter hours	.....	.....	.....	1	2	2	1	.....	.....	.....	.....	.....	6
Against promotion of employé	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Sympathetic	.....	1	.....	.....	.....	.....	1	2	.....	.....	.....	2	6
For increase in wages and other changes	.....	.....	1	.....	.....	.....	1	.....	.....	.....	1	.....	3
For "closed shop" and recognition of union, and against reduction in wages	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
For change in time of payment	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Unclassified	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	2
Lockout because of sympathetic strike	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Total	2	7	5	11	15	10	12	5	3	2	5	4	81

In the following table a comparison is shown of the principal causes of strikes and lockouts which have taken place in Canada during the last ten years.

TABLE SHOWING CAUSES OF TRADE DISPUTES IN CANADA WHICH BEGAN DURING 1901, 1902, 1903 1904, 1905, 1906, 1907, 1908, 1909 AND 1910 RESPECTIVELY.

Causes.	Number of Disputes.										
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	Total.
For increase in wages	48	54	60	36	30	55	65	21	38	35	442
Against reduction in wages	10	7	7	7	8	3	3	14	5	2	66
For decrease in hours	1	7	8	3	3	7	11	3	2	.....	45
For increase in wages and decrease in hours	5	14	18	8	4	7	8	1	.....	6	71
Against employment of particular persons	13	8	13	16	9	13	20	4	8	9	113
Against conditions of employment	.....	5	5	4	8	3	5	3	5	4	42
For recognition of union	.....	5	5	4	1	5	3	.....	4	3	30
Sympatheitc	.....	9	10	3	1	2	2	1	.....	6	34
Unclassified	27	14	34	22	23	43	29	19	6	16	233
Total	104	123	160	103	87	138	146	66	68	81	1,076

Methods of Settlement.

The following table shows the methods of settlement of trade disputes during 1910.

TABLE SHOWING METHODS OF SETTLEMENT OF TRADE DISPUTES IN CANADA DURING 1910.

Method.	Number of Disputes.												
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Arbitration	.....	1	.....	.....	.....	1	.....	.....	2	.....	.....	.....	4
Conciliation	.....	.....	.....	.....	2	1	.....	1	.....	.....	.....	1	5
Negotiations between parties concerned	.....	3	3	8	7	5	4	1	4	.....	2	2	39
Replacement of strikers	.....	.....	1	1	.....	1	1	1	.....	2	.....	.....	7
Work resumed on employers' terms (without negotiations)	.....	.....	2	.....	1	1	3	.....	1	1	1	2	12
Employment found elsewhere by strikers	.....	1	.....	.....	2	.....	1	.....	.....	.....	.....	.....	2
Demands of strikers granted without negotiations	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Partly by negotiations, partly by replacement of men	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	2
Indefinte, unsettled or not reported	.....	1	.....	.....	2	1	1	2	1	.....	.....	5	13
Total	1	6	6	9	12	10	10	6	8	3	3	10	84

The methods of settlement of trade disputes during the last ten years are shown in the following table.

TABLE SHOWING METHODS OF SETTLEMENT OF TRADE DISPUTES IN CANADA DURING 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909 AND 1910.

Method.	Number of Disputes.										
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	Total.
Arbitration	5	6	6	4	.....	3	4	2	1	4	35
Conciliation	6	5	14	5	3	4	7	4	4	5	57
Negotiations between parties concerned	55	73	77	39	41	67	66	13	21	39	489
Replacement of men	13	12	15	10	24	18	26	17	20	7	162
Work resumed on employer's terms (without negotiations)	13	20	26	25	10	28	26	23	8	12	191
Demands of strikers granted (without negotiations)	.....	.....	19	7	5	3	2	5	1	.....	42
Work resumed (employer not involved)	.....	.....	.....	.....	.....	4	5	.....	1	.....	10
Employment found elsewhere by strikers	.....	.....	.....	.....	.....	3	3	.....	1	.....	8
Unsettled	12	5	12	13	2	9	12	1	5	5	78
Not reported	.....	.....	1	2	.....	.....	.....	3	5	7	18
Partly by negotiations, partly by replacement of men	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2

Results of Disputes.

The following table shows the results of the disputes in Canada, by months, which were terminated during 1910.

TABLE SHOWING RESULTS OF TRADE DISPUTES IN CANADA DURING 1910.

Result.	Number of Disputes.												
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
In favour of employers	.....	.....	4	2	1	3	5	1	3	3	2	4	28
In favour of employés	.....	2	1	3	6	4	3	.....	1	.....	1	1	22
Settled by compromise	.....	2	1	3	2	1	1	2	3	.....	.....	.....	15
Employés partially successful	1	1	.....	1	1	1	.....	.....	.....	.....	.....	.....	
Indefinite, unsettled or not reported	.....	1	.....		2	1	1	3	1	.....	.....	5	14
Total	1	6	6	9	12	10	10	6	8	3	3	10	84

In the following table may be seen the results of the disputes which have been in existence during the last ten years.

TABLE SHOWING RESULTS OF TRADE DISPUTES IN CANADA DURING 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909 AND 1910.

Results.	Number of Disputes.										
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	Total.
In favour of employers	40	35	46	43	37	45	57	43	26	28	400
In favour of employés	39	46	45	24	24	41	33	12	10	22	296
Settled by compromise	22	33	46	28	15	23	39	9	15	15	245
Employés partially successful	.....	.....	.....	6	.....	6	3	.....	4	5	24
No change (employers not concerned)	.....	.....	.....	.....	1	3	3	.....	.....	.....	7
Indefinite (unsettled, or terms unknown)	.....	4	10	9	10	22	16	5	14	14	104
Total	101	118	147	101	87	140	149	69	69	84	1,076

ROYAL COMMISSION ON INDUSTRIAL TRAINING AND TECHNICAL EDUCATION. PROCEEDINGS DURING DECEMBER, 1910.

THE Royal Commission on Industrial Training and Technical Education completed their tour of Western Canada on December 3, 1910, having since November 1, visited the following points: Port Arthur and Fort William, Ont., November 1 and 2; Winnipeg, Portage la Prairie and Brandon, Man., November 3 to 9; Moose Jaw, Regina, Saskatoon and Prince Albert, Sask., November 10 to 15; Edmonton and Strathcona, Calgary, Lethbridge and Medicine Hat, Alta., November 17 to 23; Fernie, Nelson, Vernon, Nanaimo, Vancouver and Victoria, B.C., November 21 to December 3. The commission divided for part of British Columbia, Dr. Bryce and Mr. Forsyth visiting Fernie, Nelson and Vernon, and Dr. Robertson (*Chairman*), Hon. Mr. Armstrong, Messrs. Murray and Simpson finishing Calgary, Lethbridge and Medicine Hat on the same dates, the balance of the Canadian tour being taken by the united Commission.

Everywhere there was hearty approval of the objects of the Commission, and co-operation in its work by representatives of Provincial Governments, school authorities, municipalities, manufacturers, and organized labour.

On the completion of the Western itinerary, as above, the Commission proceeded to Portland, Oregon, where a splendid reception was accorded by the mayor, Chamber of Commerce, the Commercial Club and Board of Education of that city. The publicity thus given to the work of the Commission proved an excellent introduction to other American cities, in several of which the leading newspapers gave prominence to the mission of the Canadian visitors.

The following points in the United States were visited by various members of the Commission, who divided into three sections in order to cover the largest amount of territory with the greatest economy of time and money: San Francisco, Berkeley (University of California), Palo Alto (Leland Stanford, Junior, University), Santa Fe, Sault Lake City, Denver, Kansas City, Mo., Columbia, Mo. (Missouri University), St. Louis (Washington University, The University Manual Training High School, The David Rankin Trades School, the Soldan High School, and the Field Grade School), Cincinnati, Indianapolis, Detroit. Much valuable information and numerous official documents were collected on this American tour. At Columbia, St. Louis and Salt Lake City the Chairman and Secretary had opportunities of speaking to educational audiences on the work of the Commission.

The Canadian tour will be completed by visits to the following points: January 10–18, Ottawa; sessions for testimony, and preparing summary of work to date; January 19–21, Toronto; January 23–24,

Sault Ste. Marie; January 26, February 11, Province of Quebec, Montreal (including Maisonneuve and Valleyfield), Three Rivers, Grand Mere and Shawinigan, Sorel, St. Hyacinthe, Sherbrooke.

On the completion of this itinerary the Commission will have covered about 100 cities and towns and taken the sworn testimony of some 1,500 witnesses, representing every grade of society — Deputy ministers of Education, School Inspectors, manufacturers, superintendents and foremen of factories, miners, fishermen, lumber men, farmers, journeymen in all trades, educational specialists, teachers of Manual Training and Domestic Science, representatives of Women's Councils, Trades and Labour Councils, mayors, aldermen, chairmen and members of boards of education, high and public school teachers from the highest rank to the humble teacher of the one-room rural school.

About the end of February, the Commission will sail for Europe, spending approximately two months in Great Britain and Ireland, one month in France, one month in Germany, and one month divided among the smaller countries, Switzerland, Belgium, Denmark, Holland, &c.

Although the function of the Commission is simply to carry on an inquiry, it is gratifying to note that the interest which has been stirred up by its visits and investigation has already resulted in definite progress. At the conclusion of its tour of the Maritime Provinces, the pleasing announcement was made that the Government of Nova Scotia had increased the staff of the Technical College in Halifax by the addition of three new professors, and had also appointed an inspector of manual training for that province. In Chatham, Ont., shortly after the visit of the Commission, the Board of Trade met and decided to organize evening classes at once, and also to push for a technical school in that town.

REVIEW OF PARLIAMENTARY PROCEEDINGS AFFECTING LABOUR DURING DECEMBER, 1910.

ON December 12 a statement was made to the House by the Honourable the Minister of Labour with reference to the reinstatement of the employés of the Grand Trunk Railway Company who had gone on strike during the past summer. The Minister outlined the nature of the agreement signed on July 31. He also described the action of the Department in connection with the settlement of the strike.

On December 16, the following estimates for the Department of Labour during the fiscal year 1910–1911 were passed by the House:—

Salaries	$37,850
Contingencies	13,000

Among Bills of special interest to labour introduced in the House of Commons during December, were the following: Bill No. 29—"An Act respecting Co-operation," introduced by Mr. Ralph Smith (Nanaimo), for Mr. Martin (Regina), and being a copy of the measure brought in by Mr. Harris (Brantford) last session, and referred to a Select Committee; and Bill No. 30—"An Act to provide for the safety of employés and travellers upon railways," introduced by Mr. Pardee (Lambton) providing for the construction, equipment and inspection of boilers on steam railway engines.

The Honourable the Minister of Mines moved on December 9 that the House go into Committee to consider the following proposed resolution:—

Resolved, that it is expedient (a) to regulate the manufacture, importation, storage, handling, testing and use of explosive material of every description; (b) to grant licenses to factories and magazines for the manufacture and storage of explosives and to provide for the inspection thereof and the payment of fees for such licenses; (c) to make inquiries into the cause of explosions, and of accidents caused by explosives; (d) to provide for the appointment of inspectors and other officers required for the administration of the Act, and the payment of the salaries thereof; (e) to authorize the Governor in Council to make regulations for carrying out the purposes of the Act; and (f) to provide for the imposition of penalties in contravention thereof.

On December 7 the second reading of a Bill to amend the Railway Act (No. 2) was moved by Mr. Lancaster, (Lincoln and Niagara) the general purpose being to diminish the number of deaths caused by railways, by providing in each case for an investigation by a coroner. The Bill to provide for the incorporation of co-operative credit societies was discussed in committee of the whole House and progress reported.

The Senate Committee on Immigration and Labour, constituted on November 24, recommended on the twenty-ninth that its quorum be reduced to two members. The Committee consists of nine members.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, &c., are published except where otherwise stated, by courtesy of the Department of the Interior, Canada.

DURING the month of November, 1910, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

BRITISH EMIGRATION DURING NOVEMBER, 1910 AND 1909.

Nationality.	1910	1909
English	3,314	2,161
Welsh	43	51
Scotch	1,020	477
Irish	151	131
British Colonial	116	61
Total British subjects	4,644	2,881
Foreign	1,652	1,985
Total	6,296	4,866

During the eleven months ending November 30, 1910, the number of passengers leaving the United Kingdom, as above, was:—

Nationality.	1910	1909
English	103,990	57,488
Welsh	2,108	1,170
Scotch	34,974	17,955
Irish	6,310	4,070
British Colonial	6,691	3,086
Total British subjects	154,073	83,769
Foreign	37,924	26,105
Total	191,997	109,874

The following table gives a detailed return of the total immigration to Canada, for the months of April, May, June, July and August, 1910, compared with the corresponding months of 1909.

TOTAL IMMIGRATION TO CANADA FROM APRIL TO AUGUST, INCLUSIVE, 1910, COMPARED WITH THAT OF THE CORRESPONDING MONTHS OF 1909

	1909–1910.				1910–1911.				INCREASE.				Percentage
	Males	Females	Children	Totals	Males	Females	Children	Totals	Males	Females	Children	Totals	%
April:													
Via ocean ports	8,057	2,021	1,550	11,628	19,420	4,811	3,588	27,819	11,363	2,790	2,038	16,191	139
From United States	7,642	2,361	2,606	12,609	11,924	3,951	4,488	20,363	4,282	1,590	1,882	7,754	61
Totals	15,699	4,382	4,156	24,237	31,344	8,762	8,076	48,182	15,645	4,380	3,920	23,945	99
May:													
Via ocean ports	10,513	4,283	3,127	17,923	20,857	7,328	5,210	33,395	10,344	3,045	2,083	15,472	86
From United States	7,115	1,925	2,067	11,107	8,508	2,938	2,748	14,194	1,393	1,013	681	3,087	28
Totals	17,628	6,208	5,194	29,030	29,365	10,266	7,958	47,589	11,737	4,058	2,764	18,559	64
June:													
Via ocean ports	6,302	3,030	2,329	11,661	13,424	6,012	4,181	23,617	7,122	2,982	1,852	11,956	103
From United States	5,638	1,828	1,742	9,208	6,275	2,486	2,182	10,943	637	658	440	1,735	19
Totals	11,940	4,858	4,071	20,869	19,699	8,498	6,363	34,560	7,759	3,640	2,292	13,691	66
July:													
Via ocean ports	4,529	2,326	1,915	8,770	8,630	4,363	3,026	16,019	4,101	2,037	1,111	7,249	83
From United States	4,558	1,629	1,156	7,343	5,464	2,046	1,689	9,199	906	4174	533	1,856	25
Totals	9,087	3,955	3,071	16,113	14,094	6,409	4,715	25,218	5,009	2,454	1,644	9,105	57
August:													
Via ocean ports	3,558	2,213	1,546	7,317	7,258	4,202	2,831	14,291	3,700	1,989	1,285	6,974	95
From United States	5,148	1,560	1,308	8,016	6,974	1,886	1,630	10,490	1,826	326	322	2,474	31
Totals	8,706	3,773	2,854	15,333	14,232	6,088	4,461	24,781	5,526	2,315	1,607	9,448	62
Grand Totals	63,060	23,176	19,346	105,582	108,734	40,023	31,573	180,330	45,674	16,847	12,227	74,748	71

Homestead Entries

The following statement shows the number of homestead entries made during November, 1910, as compared with November, 1909.

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF NOVEMBER, 1910, AS COMPARED WITH NOVEMBER, 1909.

AGENCY.	MANITOBA.		SASKATCHEWAN.		ALBERTA.		BRITISH COLUMBIA	
	1910	1909	1910	1909	1910	1909	1910	1909
Battleford			148	135				
Brandon	9	11						
Calgary					305	565		
Dauphin	96	94						
Edmonton					403	331		
Estevan			79	96				
Humboldt			166	135				
Kamloops							18	13
Lethbridge					71	369		
Medicine Hat			85		155			
Moose Jaw			391	1,386				
New Westminster								1
Peace River					5	3		
Prince Albert			151	107				
Regina			27	57				
Red Deer					134	116		
Saskatoon			251	444				
Swift Current			319					
Winnipeg	204	149						
Yorkton			148	131				
Total	309	254	1,783	2,491	1,073	1,384	18	14

Total number of homestead entries for November, 1909.....4,143
" 1910.....3,183

Net decrease for November, 1910..... 960

A statement of homestead entries made during the first eleven months of the calendar year 1910, compared with the same period of 1909, is as follows:—

NUMBER OF HOMESTEAD ENTRIES MADE JANUARY-NOVEMBER, 1910 AND 1909.

MONTH.	MANITOBA.		SASKATCHEWAN.		ALBERTA.		BRITISH COLUMBIA	
	1910	1909	1910	1909	1910	1909	1910	1909
January	152	125	976	605	1,558	566	12	12
February	161	168	1,069	636	1,007	543	17	17
March	202	219	2,688	1,271	1,901	1,077	28	25
April	324	231	4,240	2,395	2,602	1,934	25	44
May	281	170	3,745	1,611	2,328	1,433	20	29
June	354	268	3,440	2,347	1,985	1,569	23	21
July	307	300	2,576	2,304	1,356	1,617	21	27
August	261	192	1,958	1,418	1,258	1,194	23	28
September	258	187	1,530	1,316	1,077	1,386	16	13
October	364	269	1,845	1,816	1,100	1,437	16	28
November	309	254	1,783	2,491	1,073	1,384	18	14
December								
Total	2,973	2,383	25,850	18,210	17,263	14,140	219	258

Total number of homestead entries from January 1, 1910.....46,305
" 1909.....34,991

Net increase from January 1 to November 30, 1910.....11,314

Nationalities of Homesteaders.

The nationalities of homesteaders during November, 1910, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, were as follows:—

NATIONALITIES.	PROVINCES.				
	Manitoba.	Saskatchewan	Alberta.	B. Columbia.	Total.
Canadians from Ontario	9	200	112	3	324
" Quebec	2	32	33	.....	67
" Nova Scotia	44	4	6	.....	54
" New Brunswick	.....	3	6	.....	9
" Prince Edward Island	.....	2	3	.....	5
" Manitoba	.....	53	12	.....	65
" Saskatchewan	.....	262	7	.....	269
" Alberta	.....	5	76	.....	81
" British Columbia	.....	.....	5	.....	5
Persons who had previous entry	42	56	98	1	197
Newfoundlanders	.....	.....	1	.....	1
Canadians returned from the United States	3	26	8	.....	37
Americans	17	457	289	6	769
English	35	293	154	5	487
Scotch	15	49	35	1	100
Irish	1	12	8	.....	21
French	12	11	14	.....	37
Belgians	2	1	2	.....	5
Swiss	1	1	.....	.....	2
Italians	.....	1	2	1	4
Roumanians	.....	10	2	.....	12
Syrians	.....	5	.....	.....	5
Germans	6	32	31	.....	69
Austro-Hungarians	65	102	66	.....	233
Hollanders	24	2	12	.....	38
Danes (other than Icelanders)	1	6	6	.....	13
Icelanders	2	2	.....	.....	4
Swedes	7	38	31	.....	76
Norwegians	4	41	28	.....	73
Russians (other than Mennonites and Doukhobors)	17	75	23	.....	115
Mennonites	.....	.....	.....	.....	.....
Doukhobors	.....	.....	.....	.....	.....
Chinese	.....	.....	.....	.....	.....
Japanese	.....	.....	.....	.....	.....
Persians	.....	1	.....	.....	1
Australians	.....	.....	1	1	2
New Zealanders	.....	.....	.....	.....	.....
Turks	.....	1	.....	.....	1
Greeks	.....	.....	2	.....	2
Total	309	1,783	1,073	18	3,183

Number of souls represented by above entries 7,491.

Of 806 homestead entries made during November, 1910, by persons coming from the United States, there were 286 from North Dakota, 155 from Minnesota, fifty-three from Iowa, forty-four from South Dakota, forty-three from Wisconsin, thirty-seven from Washington, and twenty-seven from Illinois and Michigan, respectively.

A statement of letters patent, covering Dominion lands situated in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon territory, issued during the month of November, 1910, as compared with November, 1909, is as follows:—

Nature of Grant.	November, 1910.	
	No. of Patents.	No. of Acres.
Alberta Railway & Irrigation Company's sales	8	4,656.00
British Columbia homesteads	4	640.00
British Columbia sales	13	1,976.32
Coal lands' sales	3	800.00
Commutation grants		
Homesteads	1,505	238,758.781
Hudson's Bay Company		
License of occupation	1	
Military bounty grants		
Mining lands' sales	10	1,958.34
Mineral rights (4,765.30 acres)	21	
North-west half-breed grants	29	4,930.13
Parish sales		
Quit claim, special grants[0] (160 acres)	1	
Railways:—		
Calgary and Edmonton Railway	2	471.00
Canadian Northern Railway	8	5,476.33
Canadian Pacific Railway grants	102	1,116.838
Canadian Pacific Railway grants, Souris Branch	2	252.00
Grand Trunk Pacific Railway	26	326.26
Qu'Appelle Long Lake and Saskatchewan Railway & Steamboat Company	3	800.00
Sales	44	6,073.815
School lands' sales	39	6,006.67
Special grants	15	669.97
University of Manitoba	1	160.00
Yukon Territory sales	9	347.99
Totals	1,846	275,420.44

In November, 1909, the number of letters patent issued was 2,265, covering an area of 357,430.49 acres, showing a decrease for the month of November, 1910, of 419 in the number of patents issued, and of 81,960·05 acres in the area patented.

Notes.

The Royal Commission appointed by the Government of Canada to investigate alleged frauds in connection with the entry of Chinese into Canada, and the bringing of opium illegally into the country began taking evidence at Vancouver, B.C., on December 19.

During the first seven months of the present fiscal year, from April to October inclusive, Chinese arrivals in Canada totaled 3,536. Of these, 2,868 paid the head-tax of $500 each, making a total contribution to the public treasury from this source of no less than $1,434,000. The number who were admitted as exempts totaled 668. Of these, 170 were classed as merchants, and 417 as merchant's sons. The latter figures are interesting in view of the investigation now being conducted at Vancouver, relative to the admission of Chinese under fraudulent certificates.

Japanese and Hindu immigration returns show that the arrivals are now very restricted. Since the agreement entered into three years ago with Japan, 1,457 Japanese have entered Canada, or less than 500 per year. The influx of Hindus, which was assuming alarming proportions two years ago, has practically stopped in consequence of the restrictive legislation adopted by the Government. Since April 1 of last year, only fifteen Hindus have entered the country.

Figures supplied by the Immigration Department, in reply to a question by Mr. Lake, in the House of Commons, relative to the destination of immigrants entering Canada since 1900, shows the following: Total arrivals, 1,453,391; Distributed as follows: Maritime Provinces, 60,265; Quebec, 215,906; Ontario, 323,864; Manitoba, 274,970; Saskatchewan and Alberta, 431,305; British Columbia and the Yukon, 133,870; not shown, 13,211.

RETAIL PRICES OF STAPLE ARTICLES

The accompanying table sets forth the retail prices prevailing on, or about, the fifteenth day of the month preliving in the leading centres of industry throughout Canada.

The list of commodities includes twenty-eight varieties of food, with fuel and coal oil. In addition a statement usually occupied by workingmen.

The exact quality for which the quotation is given is set forth in the case of each commodity, and every care may be available for purposes of comparison.

The list of localities includes nearly every place having a population of 10,000 people, and is representative of

The quotations contained in the table have been furnished by the correspondents of the *Labour Gazette* in the the Department.

RETAIL PRICES OF STAPLE

LOCALITY.	Beef.		Veal, forequarter, per lb.	Mutton, hindquarter, per lb.	Pork.		Bacon, best smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure leaf, per lb.	Eggs.		Milk, per quart.	Butter.		Cheese.		Bread.		Flour, strong bakers, per lb.	Rolled Oats, per lb.
	Sirloin steak, best, per lb.	Medium chuck, per lb.			Fresh roasting, per lb.	Salt, per lb.				New laid, per doz.	Packed, per dozen.		Dairy, tub, per lb.	Creamery prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.		
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	lb.	cts.	cts.	cts.
Nova Scotia—																				
Sydney	18	12½	....	15	15	12½	20	5–8	17	30	....	10	24	29	18	....	1	6	3	4
Westville	15	12	8	14	16	17	23	14	18–20	35	35	7	28	32	16	16	3	4½	4	4
Halifax	22	15	10	18	15	14	20	5–15	20	50	35	8	28	32	17	17	1½	4½	3½	4
Amherst	18	14–16	....	15	18	16	24	14	20	40	38	7	26	28	16	16	1½	4½	4	4
Prince Edw. Isd.																				
Charlottetown	14–16	10–14	....	12	14	8–12	20–23	8–10	20	30	26	6	25	21	16	16	2	3½	3–3½	4
New Brunswick																				
Moncton	18	14	....	12	16	16	22	6–18	20	35	30	7	24	28	....	17	2	4	3½	4
Newcastle	18	13	8	14	16	17	22	5	17	35	30	7	24	30	....	16	2½	3	4	5
St. John	20–22	12	9–10	16	16	16	20	7	18–20	50	30	7	24–27	30	18	16	1½	5½	4	4
Quebec—																				
Quebec	13–14	12–14	13–14	13	15	16	18–20	8	20	50	26–30	10	24–27	26–30	16	....	6	3½	3	5
Three Rivers	18	12	15	15	14	15	22	8–12	18	45	35	8	27	28	20	18	6	3	3	4
Sherbrooke	20	12½	10	15	13–14	14	20	10–12	20	50	35	7	23–24	28–30	16–18	....	....	5	3	4
Sorel	15	10	....	15	12	15	20	5–22	18	40	30	8	27	28	14	....	6	3	3	3½
St. Hyacinthe	12	10	10	12	12	14	22	12–15	12	40	35	7	28	30	18	17	6	3	3	4
St. Johns	18	15	....	20	14	15	20–22	12–15	20	40	....	8	26	28	18	16	....	3½	3	4
Maisonneuve	16	14	9	12	12	14	18	8–20	20	40	28	8	26	28	18	16	3	4½	4	4
Hull	14	12	....	10	9	12½	20	8–12	18	40	28	8	26	28	16	....	6	3½	3	4

OF CONSUMPTION, CANADA, DURING DECEMBER, 1910.

ceding the present issue of the *Labour Gazette*, of the more important staple commodities entering into the cost of
is given of the rental of a representative workingman's dwelling of the better class in the quarter of each locality,
has been taken to ensure that the quotations in each case refer to the same class of commodity, in order that the statistics
every Province in the Dominion.
respective localities, under detailed instructions as to sources of information, quality of goods to be quoted, etc., from

DEPARTMENT OF LABOUR, CANADA,
RETAIL PRICES: TABLE No. 12.

COMMODITIES, CANADA, DECEMBER, 1910.

Rice, good, medium, per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar.		Tea.		Coffee, medium, Mocha, per lb.	Potatoes, per bag of 1¼ bushel.	Vinegar, White Wine, XXX, per quart.	Starch, laundry, per lb.	Coal.		Wood.		Coal oil, per gallon.	Rent, per month.
				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium, Indian or Ceylon, per lb.	Green, medium, Japan, per lb.					Anthracite, per ton of 2,000 lbs.	Bituminous, per ton of 2,000 lbs.	Hard best, per long cord.	Soft, per cord.		
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	$ cts.	$ cts.	$ cts.	$ cts.	cts.	$ cts.
4	4	12	10	5	5	23–35	.....	25–40	1.00	10	10	7.50	3.00	4.00	.....	22	18–20
5	5	12	10	5½	5	30	25	35	90	9	10	.....	3.20	.....	3.50–4.00	18	5–15
5	5	12	10	5½	5	30–40	50	35	1.05	10	10	7.00	5–5.25	.....	3.50	20	12–18
5	5	12	12	5	4½	40	40	40	90	10	10	6.50	4.60–4.75	5.00	4.00	22	10–15
5	5	12	8–14	5½	4–5	25	50	40	55	12	10–12	6.50	4.00	.....	.....	25	6–8
5	5	12	10	5½	5	35	40	40	90	10	10	6.75	5.25	4.50	3.25	22	13
5	5	13	10	6	5	30	.....	40	80	10	5	7.00	5.00	4.00	3.00	25	8
5	5	14	12	5½	5	35	50	40	1.35	10	12	6.50–7.00	5.10	8.00–9.00	4.00	20	9
5	5	13	12	5	4½	25–30	25–30	40	90	20	10	7.50	5.00	6.00–7.00	4.50–5.50	18	16–18
4	4	12	12	5⅝	5	30–50	25–50	30–40	1.00	15	8	7.25	5.00	6.50	4.00	18	8
5	5	12½	12½	5	5	40	40	40	1.05	10	8	7.50	4.75	5.00	4.00	23	11–14
5	10	10	10	5	4½	30	30	40	1.00	10	8	6.75	5.00	6.25	5–5.50	16	12
4–5	5	12	12	5½	5	30–60	25–60	40	1.00	5–7	8	7.50	5.50	5.00–7.00	4.00–4.50	20	8–9
5–6	5	12	12	5½	5	35	40	40	1.00	10	10	6.50	5.00	8.00	6.00	20	8
4	10	12	10	5	4½	30	25	30	90	20	10	7.00	4.50	8.00	6.50	18	12
4	4	12	7	5½	5	40	40	40	1.00	10	8	7.50	5.50	5.50	3.00	18	10–15

RETAIL PRICES OF STAPLE

LOCALITY.	Beef.			Mutton, hindquarter, per lb.	Pork.		Bacon, best smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure leaf, per lb.	Eggs.		Milk, per quart.	Butter.		Cheese.		Bread.		Flour, strong bakers, per lb.	Rolled Oats, per lb.
	Sirloin steak, best, per lb.	Medium chuck, per lb.	Veal, forequarter, per lb.		Fresh roasting, per lb.	Salt, per lb.				New laid, per doz.	Packed, per dozen.		Dairy, tub, per lb.	Creamery prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.		
Ontario—																				
Ottawa	17½–20	12½–14	12½–18	15	15	15	19–20	15	17–19	50–60	30	8	26	30–32	18	15	3	3⅔	3	4
Kingston	15	13	10	15	15–18	16	20	12½	18	34	27	6	....	29	16	13	3	3½	3¼	5
Peterborough	20	12	12½	18	18	17	23	15	20	35	30	7	25	30	20	17	2	5	3	3½
Belleville																				
Toronto	20–22	7½–9½	6½–8½	10–12	16–18	14–16	20–22	14–16	17	55–60	30–35	9	27–30	32–33	17–18	15–16	2¼	4	3	3
Niagara Falls	18	10	15	20	20	16	25–28	12	20	45	35	7	30	32	17	16	1½	4	3¼	5
St. Catharines	18	12½	15	15	16–18	15–18	24–28	12½–15	18	40	34	7	27	30	18	15	3	4	3	3½
Hamilton	16–18	10–14	15–18	12–16	17	17	24	10½–20	18	42–45	30–32	7	30	33	20	15	1½	3⅓	3	4
Brantford	20	12	....	18	15	15	22	13	20	40	32	6	....	28	18	....	1½	3⅔	3½	5
Guelph	20	14	14	18	18	18	23	12½	14–19	35	28–30	7	27	29	20	15–17	3	4	2½	4
Berlin	18	12½	15	18	18	18	25	10	18	35	30	6	27	30	18	17	1½	4	3	4
Woodstock	18	12½	11	13	18	18	25	10–13	20	35	30	6	25	30	20	15	1¼	3	3	3
Stratford	18	15	13	16–18	22	20	25	12½	18	30	30	6	25	26	17	15	1¼	4	3	4
London	18	12	15	15	15	18	20	15	18	35	30	6	24	30	20	16	1½	4	3	5
St. Thomas	20	14	14	17	17	16	24	10	18	35	30	6	25	30	20	16	1½	4	3	3
Chatham	18	12½	15	15–18	15	....	23–25	15	20	35	30	7	28	30	16	16	1½	4	2¾	4
Windsor	12	10–12	9	12½	16	14	20	15	18	38	30	8	30	37	20	20	2	3	3	5
Sault Ste. Marie	18	12½	14	18	18	16	22	12½	18	50	30	9	25	30	....	16	1½	4⅔	3	5
Port Arthur	25	15–20	12–15	22	25	20	23	10–12	20	50	35	10	25½	30	....	12½	2	3½	3½	3½
Manitoba—																				
Winnipeg	20	10	12½	18	18	20	28	12½	20	50	32½	10	30	35	16	..	...	5	2¼	4
Brandon	17	12½	15	20	22	18	35	15–18	25	45	35	10	32	35	18	....	1½	4	3½	5
Saskatchewan—																				
Regina	22	15–17	20	20–25	18–20	15	35–40	15	25	40	35	10	30	35	20	20	1½	4	4¼	3½
Moose Jaw	20	18	18	20	18	....	30	15	22½	50	35	10	35	40	20	....	4	6½	3	4½
Alberta—																				
Calgary	18	10–12	12½–15	18	18	20	25–30	12½–15	20	60	40	10	25	35	18	17½	1½	4	2¼	3½
Edmonton	15	10–12½	16	18	20	22	30	20	22	40	....	10	30	35	20	....	1¼	5	3¼	4
Lethbridge	15–18	12½–18	10–18	15–20	12½–18	....	28	....	20	60	40	8	....	35	20	20	1	4⅛	3½	5
British Columbia																				
Nelson	20–22	15	15	20–22	20	20	25–30	12½–15	20–22	75	35	12½	35	40	....	20	1	6¼	4	4
New Westm'st'r	25	15	20	25	23	18	35	15	22	70	40	12½	40	40	20	20	1½	6⅔	5	5
Vancouver	20	12½	15–18	20–23	25	22	35	15	20	65	35	10	28	35	20	20	1¼	6¼	4	5
Victoria	20	12½	15–18	20	20	20	35	10–12	25	80	40	10	32	50	20	20	1	6¼	4	5
Nanaimo	20	18	16	22	20	20	28	19	19	65	40	10	30	45	20	....	2	4½	4	5

[1]Pea, $6.00; chestnut, $7.25; stove or egg, $7.00. [2]Per 100 lbs.

DEPARTMENT OF LABOUR, CANADA,
RETAIL PRICES: TABLE No. 12.

COMMODITIES, CANADA, DECEMBER, 1910.

Rice, good, medium, per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar.		Tea.		Coffee, medium, Mocha, per lb.	Potatoes, per bag of 1½ bushel.	Vinegar, White Wine, XXX per quart.	Starch, laundry, per lb.	Coal.		Wood.		Coal oil, per gallon.	Rent, per month.
				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium, Indian or Ceylon, per lb.	Green, medium, Japan per lb.					Anthracite, per ton of 2,000 lbs.	Bituminous, per ton of 2,000 lbs.	Hard, best, per long cord.	Soft, per cord.		
4½	5	10	15	5½	5	30	30	40	1.10	10	8	7.50	5.50	6.50	3.75	20	9–12
5	5	10–12	13	5½	5	35	35	30–40	85	10–13	8–10	7.00	6.25	7.00	4.50	18–20	6–10
10	5	12½	12½	5½	5	40	40	40	80	10	10	7.50	5.50	5.50	3.00	20	12
4	5	10	10	5½	5	25–35	25–35	25–40	1.00	10	7	7.00	5.50	7.50–8.00	5.00	18	16–20
5	8	.....	10	5½	5	30–50	30–50	40	90	10	8	6.00	4.00	7.00	5.00	20 17	10–15
5	5	.....	10	7	6	40	40	30	75	10	8	6.75	.....	5.00–6.00	.....		11
5	5	.....	10	5½	5½	35–40	35–40	40	1.00	8	8	7.00	5.75	7.25	5.75	18	15
7	5	.....	8	5	5	25–40	25–40	35	80	10	9	7.25	5.00	8.00	5.00	16	10
5	5	10	10	6	5½	25–50	25–50	25–40	60	10	8	7.00	5.50	8.00	5.50	18	10
5	5	.....	10	18	20	30	30	30	75	10	8	7.25	5.00	8.00	5.00	20	10–12
4	5	10	10	6	5	25	25	25	60	10	10	6.00	4.50	7.50	6.00	16	8
5	5	8	10	6½	5½	25	25–30	30	60–70	10	10	7.00	6.00	8.50	7.00	18	8–12
5	5	13	12	5	5	30	30	40	75	10	7	6–7[1]	6.00	8.00	6.00	15	9–12
5	5	12½	10	6	5	40	40	40	90	10	8	7.25	6.00	6.00	4.00	15	12
7	9	.....	10	5½	5	40–50	40–50	40	80	10	8	7.25	5.00	4.50–5.00	3.50	10	8–10
5	7	12½	12½	6	5	30	30	30	90	10	10	7.50	5.00	8.00	4.50	20	12–15
5	5	12½	12½	6	5½	30	30	30	1.15	10	10	8.00	5.50	6.00	4.00	22	10–15
5	5	15	15	6½	5½	25–60	30–40	25–40	1.00	10	10	8.00	6.50	5.00–6.00	3.00–4.00	25	15–25
6¼	4¼	12½	10	6	5½	35	35	35	1.35	15	10	10.50	9.00	7.50	6.50	35	20–25
7	5	15	13	7	6¾	35	35	35	1.10	10	10	11.50	9.00	6.75	4.75	35	18–25
6	8	6	12½	7	6½	35	40	35	1.35	15	10	13.00	8.50	8.00	7.75	35	35
5	6	15	12½	6⅛	6	40	40	40	1.50	15	10	13.50	8.00	.....	9.50	35	25–35
5	6	15	10	6	6	25–40	35	35	1.30	15	10	8.50	6.25–6.95	2.00	.....	35	25–30
5	5	13	10	6½	6	40	40	40	90	20	12	.....	4.00	3.00	.....	30	20
8	5	12½	15	6½	6	50	50	40	1.85	15	10	.....	4.25	.....	.....	35	14–20
8½	8	15	10	7	6	50	50	40	2.50	20	12½	9.50–10.00	7.00–8.25	.....	6.00	50	15–20
8	6	12½	8	6⅝	5¾	35	35	40	1.50	15	8	.....	7.75	.....	5.00	40	20
5	6	12	10	6	5½	35	40	35	1.75[2]	15	10	.....	7.50	5.00	.....	35	25–30
6	8	12½	12½	7	6	40	50	40	1.90	15	8	11.50	6.50–7.50	.....	6.00	50	22–24
6	5	12½	10	6¼	5¾	40	40	40	1.75[2]	20	12½	.....	4.50	.....	.....	40	8–12

FAIR WAGES SCHEDULE IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF DECEMBER, 1910.

The following is a list of contracts awarded by the Department of Public Works and the Department of Railways and Canals, and the Department of Marine and Fisheries, which have received the signatures of both parties, together with the fair wages' schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

ALTERATIONS, POST OFFICE AT MONCTON, N. B.

ALTERATIONS, &c., to Post Office building at Moncton, N.B.; names of contractors, O. J. Durham & P. N. LeBlanc, Moncton, N.B.; date of contract November 28, 1910; amount of contract, $5,739.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters (rough)	$1.75
Joiners	2.00
Plasterers	2.50
Bricklayers	3.00
Masons	2.50
Stonecutters	3.00
Plumbers and steamfitters	2.00
Sheet metal workers	2.00
Builders' labourers	1.50
Common labourers	1.35
Driver, one horse and cart	2.00
Driver, 2 horses and wagon	3.00
Painters	2.00

WHARF, BARRINGTON'S COVE, N.S.

Wharf at Barrington's Cove, N.S.; name of contractor, J. N. Dobson, Sydney, N.S.; date of contract November 28, 1910; amount of contract, $29,900.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman carpenter	$3.00 per day 9 hours.
Carpenters	2.25 " 9 "
Blacksmiths	2.50 " 9 "
Blacksmiths' helpers	1.75 " 9 "
Ordinary labourers	1.60 " 10 "
Driver, 1 horse and cart	2.25 " 10 "
Driver, 2 horses and wagon	3.50 " 10 "

BREAKWATER, NEW EDINBURGH, N.S.

Breakwater at New Edinburgh, N.S.; names of contractors, J. E. & Halle Bigelow, Cannington, N.S.; date of contract, Novembr 29, 1910; amount of contract, $11,900.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.35
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

BREAKWATER, GODERICH, ONT.

Breakwater at Goderich, Ont.; name of contractor, Michael Connoly, Montreal, Que.; date of contract, December 1, 1910; amount of contract, $144,417.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.50
Foreman mixing concrete	2.25
Foreman laying concrete	2.25
Foreman stone crusher	2.25
Timekeeper	1.50
Steam derrick engineer	2.25
Steam derrick fireman	1.75
Carpenters	2.00
Blacksmiths	2.25
Blacksmiths' helpers	1.75
Ordinary labourers	1.50
Driver, 1 horse and cart	2.25
Driver, 2 horses and wagon	3.50

BREAKWATER, GREAT SALMON RIVER, N.B.

Breakwater at Great Salmon River, N.B.; name of contractor, C. E. Huntley, Parrsboro, N.S.; date of contract, December 2, 1910; amount of contract, $10,740.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	3.00
Carpenters	2.25
Blacksmiths	2.25
Blacksmiths' helpers	1.75
Ordinary labourers	1.50
Driver, 1 horse and cart	3.00
Driver, 2 horses and wagon	4.00

ICE PIER, L'ASSOMPTION RIVER, QUE.

Concrete ice pier on l'Assomption river, Que.; name of contractor, Jos. Renaud, St. Paul de Joliette, Que.; date of contract, December 3, 1910; amount of contract, $4,910.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.50
Foreman mixing concrete	2.00
Foreman laying concrete	2.00
Foreman stone crusher	2.00
Carpenters	2.25
Blacksmiths	2.25
Blacksmiths' helpers	1.50
Engineman for pile-driver	2.00
Ordinary labourers	1.50
Driver, 1 horse and cart	2.25
Driver, 2 horses and wagon	3.50

PIER, ST. CROIX, QUE.

Landing pier at St. Croix, Que.; name of contractor, O. Poliquin, Portneuf, Que.; date of contract, December 5, 1910; amount of contract, $22,000.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.50
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

PIERS, RIVER DES PRAIRIES, QUE.

Reconstruction of piers, &c., at River des Prairies, Que.; names of contractors, Morrow & Beatty, Peterborough, Ont.; date of contract, December 9, 1910; amount of contract, $8,520.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Foreman mixing concrete	2.00
Foreman laying concrete	2.00
Foreman stone crusher	2.00
Carpenters	1.75
Blacksmiths	2.25
Blacksmiths' helpers	1.50
Ordinary labourers	1.50
Driver, 1 horse and cart	2.25
Driver, 2 horses and wagon	3.50

PIER, WINNIPEG BEACH, MAN.

Protection pier at Winnipeg Beach, Man.; names of contractors, John Gunn & Sons, Winnipeg, Man.; date of contract, December 12, 1910; amount of contract, $19,192.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$4.00
Engineman for pile-driver	3.00
Carpenters	3.50
Blacksmiths	3.00
Blacksmiths' helpers	2.00
Labourers	2.00
Driver, 1 horse and cart	3.50
Driver, 2 horses and wagon	5.00

REPAIRS PUBLIC BUILDING, GALT, ONT.

Electric wiring and fittings at public buildings, Galt, Ont.; names of contractors, Scott & Bennett, Galt, Ont.; date of contract, December 12, 1910; amount of contract, $988.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in the case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shal l be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the person entitled to payment for the use or hire of horses or teams shall have the rights in respect of moneys so owing them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minister of Public Works and proof thereof satisfactory to the Minister is furnished, the said Minister may pay such claim out of any moneys at any time payable by His Majesty under said contract and the amounts so paid shall be deemed payments to the Contractor.

WHARF, PROVIDENCE BAY, ONT.

Extension to wharf at Providence Bay, Ont.; name of contractor, C. H. Sherwood, Port Arthur, Ont.; date of contract, December 13, 1910; amount of contract, $15,438.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$3.50
Carpenters	2.75
Blacksmiths	2.75
Blacksmiths' helpers	2.00
Ordinary labourers	1.75
Driver, 1 horse and cart	3.00
Driver, 2 horses and wagon	4.50

BREAKWATER, PASPEBIAC EAST, QUE.

Breakwater at Paspebiac East, Que.; names of contractors, Peter Nadeau and Sons, Grand Cascapedia, Que.; date of contract, December 14, 1910; amount of contract, $15,719.73.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.50
Engineman for pile-driver	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.35
Ordinary labourers	1.25
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

REPAIRS TO PIER, BONAVENTURE RIVER, QUE.

Extension to training pier at Bonaventure River, Que.; name of contractor, R. N. LeBlanc, Bonaventure, Que.; date of contract, December 14, 1910; amount of contract, $13,900.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.50
Blacksmiths	2.00
Blacksmiths' helpers	1.25
Ordinary labourers	1.25
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

PIER, ST. JOSEPH DE SOREL, QUE.

Landing pier at St. Joseph de Sorel, Que.; name of contractor, Jos. Cardin, Sorel, Que.; date of contract, December 15, 1910; amount of contract, $9,250.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Engineman for pile-driver	2.00
Ordinary labourers	1.50
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

PUBLIC BUILDING, STRATHCONA, ALTA.

Public building at Strathcona, Alta.; name of contractor, Wm. Garson, Calgary, Alta.; date of contract, December 17, 1910; amount of contract, $46,975.

Trade or Class of Labour.	Rate of Wages, Not less than:
Stonecutters	$ .62½ per hour 8hrs. p. day
Bricklayers	.60 " 8 "
Masons	.60 " 8 "
Carpenters	.43¾ " 8 "
Joiners	.43¾ " 8 "
Stairbuilders	.43¾ " 8 "
Plasterers	.60 " 8 "
Lathers	.04½ per yard.
Painters and glaziers	.45 per hour 8 "
Plumbers	.56¼ " 8 "
Steamfitters	.56¼ " 8 "
Sheet metal workers	.43¾ " 8 "
Electrical workers	.40 " 8 "
Builders' labourers	.28⅛ " 8 "
Ordinary labourers	.25 " 9 "
Driver, 1 horse and cart	3.50 per day 9 hours.
Driver, 2 horses and wagon	5.00 " 9 "

PUBLIC BUILDING, GRAND FALLS, N.B.

Public building at Grand Falls, N.B.; names of contractors, Powers & Brewer, Grand Falls, N.B.; date of contract, December 24, 1910; amount of contract, $17,777.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$1.75
Bricklayers and masons	3.50
Stonecutters	3.00
Painters	1.75
Plasterers	3.00
Plumbers and steamfitters	2.25
Sheet metal workers	2.00
Labourers	1.50
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

REPAIRS, POST OFFICE, NANAIMO, B.C.

Addition, &c., to Post Office building at Nanaimo, B.C.; name of contractor, Alex. Henderson, Nanaimo, B.C.; date of contract, December 22, 1910; amount of contract, $23,441.

Trade or Class of Labour.	Rate of Wages, Not less than:
Stonecutters	$5.00 per day, 8 hours.
Bricklayers	5.00 " 8 "
Masons	5.00 " 8 "
Carpenters	3.50 " 8 "
Joiners	4.00 " 8 "
Stairbuilders	4.00 " 8 "
Plasterers	5.00 " 8 "
Lathers	3.00 per M.
Painters and glaziers	3.50 per day, 8 hours.
Plumbers	3.50 " 8 "
Steamfitters	4.00 " 8 "
Sheet metal workers	3.50 " 8 "
Structural iron workers	4.00 " 8 "
Electrical workers	3.50 " 8 "
Builders' labourers	2.75 " 8 "
Ordinary labourers	2.50 " 8 "
Driver, 1 horse and cart	5.00 " 9 "
Driver, team and wagon	7.00 " 9 "

BREAKWATER, DIPPER HARBOUR, ST. JOHN, N.B.

Extension to breakwater at Dipper Harbour, St. John, N.B.; name of contractor, Thos. P. Charleson, Ottawa, Ont.; date of contract, December 22, 1910; amount of contract, $22,350.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$3.00
Carpenters	2.50
Blacksmiths	2.50
Blacksmiths' helpers	1.80
Ordinary labourers	1.50
Driver, 1 horse and cart	2.50
Driver, 2 horses and wagon	4.00

HEATING APPARATUS, OVERSEER'S HOUSE, STE. ANNE DE BELLEVUE, QUE.

Supply and installation of a hot water heating apparatus in the house of the Overseer of the Ste. Anne's Lock, at Ste. Anne de Bellevue, Que.; date of contract, December 17, 1910; amount of contract, $600; contractor, Wilfrid Rousselle, of Ste. Anne de Bellevue, County of Jacques Cartier, Que.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman	$ .40 per hr., 9 hrs. p. day
Labourers	1.75 per day, 9 hours.
Plumbers and steamfitters	3.15 " 9 "
Plumbers and steamfitters' helpers	No special rates.
Carpenters	.30 per hr., 9 hrs. p. day
Driver, 1 horse and cart	2.50 per day 10 hours.
Driver, 2 horses and wagon	4.00 " 10 "

Department of Marine and Fisheries.

WOODEN FOG ALARM BUILDING AT CROSS ISLAND LIGHT-STATION, LUNENBURG, N. S.

The construction of a wooden fog alarm building at Cross Island Light-station, Lunenburg, N.S.; name of contractor, James W. Smith, Lunenburg, N.S.; amount of contract, $1,945; date of contract, August 5, 1910.

FAIR WAGE SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$2.00
Painters	2.00
Bricklayers	4.00
Labourers	1.50

Post Office Department.

During the month of December orders were given by the Post Office Department for the supplies below mentioned, subject to the regulations for the suppression of the *sweating* system and the securing of payment to the working men and working women of fair wages, and the performance of the work under the proper sanitary conditions.

Nature of Orders.	Amount of orders.
Making metal dating stamps and type and making other hand stamps and brass crown seals	$1,029.80
Making and repairing rubber dating stamps and type, also other stamps	69.45
Supplying stamping material and wooden boxes and repairing stamping pads	209.94
Supplying mail bags	3,591.35
Repairing mail bags	1,586.25
Repairing Post Office Scales	34.00
Making and repairing mail locks and supplying mail bag fittings	3,178.28
Supplying Railway Mail Clerks' Tin Travelling Boxes and repairing portable letter boxes, parcel receptacles and Railway Mail Clerks' tin travelling boxes	143.00
Making and repairing miscellaneous articles of Postal Stores	113.55
Making and supplying articles of official uniform	697.90

FOR A UNIFORM LAW ON WORKMEN'S COMPENSATION.

NINE states and the United States Governments were represented at a conference of commissioners on compensation for industrial accidents, recently held in Chicago, Ill., to discuss the fundamental points which should be covered by legislation of this character, and upon which it is desirable to secure uniform state laws. The conclusions reached by the conference should prove of value wherever there is a movement to secure employers' liability or accident compensation laws.

The conclusions of the conference as to what a law should cover were as follows:—

1. That all employments should be included.

2. That all injuries should be covered, irrespective of employers' negligence and of employés' negligence, except where injury is self-inflicted for the purpose of recovery—burden of proof that injury was self-inflicted to be placed on the employer.

3. That all persons engaged in the employments should be included.

4. That compensation shall be paid in instalments in the case of temporary disability, and in the case of permanent disability or death by instalments with right to commute after a given time with approval of some public official.

5. That the amount and duration of compensation shall be as follows:—

(*a*) Temporary disability. Fifty per cent. of the impairment of wages; maximum of $10 per week, minimum of $5 per week; or if wages less than $5, then full wages (or sixty-six and two-thirds per cent of wages up to $7.50 of wages per week, then fifty per cent. of balance until compensation amounts to the maximum of $10 per week, maximum). Payments not to exceed beyond period of 300 weeks.

(*b*) Permanent disability. Same as temporary disability.

(*c*) Partial permanent disability. Fifty per cent. of impairment of wages. Maximum of $10 per week. Payments not to exceed beyond period of 300 weeks.

(*d*) Death.

(1) Total dependents:—

If orphans, fifty per cent. of wages of deceased.

If widow alone, twenty-five per cent. of wages.

If widow and one child, forty per cent. of wages.

If widow and two children, forty-five per cent of wages.

If widow and three children, fifty per cent. of wages.

If widow and four children, fifty-five per cent. of wages.

If widow and five children or more, sixty per cent. of wages.

If widow, father or mother, fifty per cent. of wages.

Children under sixteen years of age only to be included, and only during period they are under sixteen years of age.

Maximum of $10 per week, minimum of $5 per week, or if full wages less than $5, their full wages (or sixty-six and two-thirds per cent. of wages up to $7.50 of wages per week, then fifty per cent. of balance until compensation amounts to $10 per week, maximum). Payments not to extend beyond period of 300 weeks.

(2) Partial dependents. Fifty per cent. of the portion of the wages contributed by the deceased to the partial dependents.

(3) No dependents. Expenses of last sickness and burial not exceeding $200.

6. That the length of waiting period shall be two weeks, during which period employer shall furnish medical treatment or hospital care to an amount not exceeding $100 in value.

7. That dependents shall not include aliens residing outside the country, and illegitimate children are not to be mentioned.

8. That employés shall not contribute.

9. That it shall be permissible for employers to subtitute voluntary schemes, provided the voluntary scheme covers all points covered by the law, and is approved by some public official to be determined in the law.

10. That the method of determination of controversies shall be by a board of arbitration.

11. That the scheme shall involve compulsory state insurance or if this is not possible, compulsory compensation, providing that the employer may transfer his liability by insuring in companies approved by a legally constituted public body or official.

12. That all other laws in conflict shall be repealed.

RECENT INDUSTRIAL AGREEMENTS.

Agreement in Hosmer Mine, Alberta.

SUPPLEMENTARY agreement to the agreement entered into June 30, 1909, between District No. 18, United Mine Workers of America, and the Western Coal Operators' Association, in which the following contract prices for the No. 2 seam at the Hosmer Mine, are made a part of said agreement:—

NO. 2 SEAM HOSMER MINE.

Gangway.—Eight feet collar between notches, 11′ clear spread, 8′ and 9′ legs, timber not to exceed 14 ″, lagged top and sides, timbers 5′ from centre to centre. Mining and loading coal, rock to be loaded separately, including temporary track and ditch, $11.10 per lineal yard.

Counter Gangway.—Seven feet collar between notches, 11′ clear spread, 7′ and 8′ legs, timber not to exceed 12″, lagged top and sides, timbers 5′ from centre to centre. Mining, loading, handling and dumping coal into chutes, including track laying, rock to be separated and stowed, $9.55 per lineal yard.

Chutes.—Ten feet collars between notches, 10′ sill between notches, three 7′ posts, lagged top and sides, timbers 5′ from centre to centre. Mining coal and putting into chute, building of chute, stairway and air-tight brattice. Company to furnish cutting machines for the purpose of shearing the coal, to be operated by the miner $9.70 per lineal yard.

Breasts.—Twelve feet collar and sill, three 9′ posts, lagged top and sides, timbers 5′ from centre to centre. Mining, loading, handling and dumping coal into chute, including track laying and brattice. Rock to be separated and stowed, $11 per lineal yard.

Where the coal is abnormally hard, the Company to furnish, when practicable, a cutting machine for the purpose of shearing the coal, to be operated by the miner.

On behalf of District No. 18, United Mine Workers of America,

(*Signed*) W. B. POWELL,
President.

(*Signed*) A. J. CARTER,
Secretary-Treasurer.

Witness:
H. B. FULLER.

On behalf of The Hosmer Mines, Limited,

(*Signed*) LEWIS STOCKETT,
General Manager.

(*Signed*) D. G. WILSON,
Superintendent.

Witness:
H. B. FULLER.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF DECEMBER, 1910.

Under this heading, account is taken of such accidents only as were sustained by workmen in the course of their employment, and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country to correspondents of the *Labour Gazette*. The Department is also indebted to the Bureau of Mines of Ontario, and British Columbia, to the office of the factories' inspector of the Province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, for their assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 351 individual work people in Canada during the month of December, 1910, were reported to the Department of Labour. Of these, 154 were fatal and 197 resulted in serious injuries. In addition, two fatal accidents were reported as having taken place prior to the beginning of the month, information not having

been received by the Department before December, 1910.

In the preceding month there were 140 fatal and 267 non-fatal accidents reported, a total of 406, and in December, 1909, there were 126 fatal and 218 non-fatal accidents, a total of 344. The number of fatal accidents reported in December, 1910, was, therefore, fourteen more than in the preceding month, and twenty-eight more than in December, 1909. The number of non-fatal accidents reported in December, 1910, was seventy less than in the preceding month, and twenty-one less than in December, 1909. Altogether, there were fifty-five less industrial accidents reported in December, 1910, than in the preceding month, and eleven less than in the same month of the preceding year.

Of 201 returns received during the month giving the ages of the victims of industrial accidents, nineteen referred to persons under twenty-one years of age, thirty-seven to persons between twenty-one and forty-five, and thirteen to persons over forty-five. Eighty-two persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month, by industries and trades:—

STATEMENT OF ACCIDENTS DURING DECEMBER 1910, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed.	Injured.	Total
Agriculture	25	15	40
Fishing and hunting	4	.....	4
Lumbering	7	12	19
Mining	41	14	55
Building trades	5	17	22
Metal trades	10	41	51
Woodworking trades	.....	8	8
Printing trades	.....	1	1
Textile trades	.....	3	3
Food and tobacco preparation	2	7	9
Railway service	17	29	46
Navigation	26	3	29
General transport	4	19	23
Civic employés	2	8	10
Miscellaneous	5	7	12
Unskilled labour	6	13	19
Total	154	197	351

Nature of Fatalities and Accidents.

The disasters of the month involving more than one fatality were: The death of thirty-one miners in the disastrous mine explosion at Bellevue, Alta.; the drowning of twenty-one in the foundering of the steamer *St. Denis*, off the coast of Vancouver Island, B.C.; the killing of three train hands in a railway collision near Ste. Rosalie Junction, Que.; the death of three quarry workers by a slide of gypsum, at Hillsboro, N.S.; the drowning of two fishermen in French river, P.E.I., and at Reindeer Island, Man., respectively, and the killing of two farmers by the bursting of a buzz saw in London township, Ont.

Disastrous Mine Explosion at Bellevue, Alta.

Thirty-one lives were lost as a result of a disastrous explosion which occurred on the evening of Friday, December 9, in mine No. 1, of the Western Canadian Collieries, Limited, situated at Bellevue, about 3 miles east of Frank, Alta. There were forty-six men on the shift at the time of the explosion. A rescue party, which was formed of volunteers from the Crow's Nest Pass and other neighbouring mines, was imprisoned by a cave-in early Saturday morning. A fire had occurred in the mine during October, and it is supposed that it had not been wholly extinguished, and hence led to the explosion. A jury was empanelled on the tenth instant, and immediately began an investigation into the circumstances attending the explosion. No verdict had been reached up to the close of December. It was announced by the Premier of the Province, in the Legislature, that a full investigation into the conditions of the mines in the southern portion of the Province, and particularly of the mine at Bellevue, where the disaster occurred, would be made under the auspices of the Government.

Wreck of the Steamer St. Denis off Vancouver, Island, B.C.

On November 21, the steamer *St. Denis*, owned by a Vancouver company, left that port for Salina Cruz, Mexico, and was wrecked off the coast of Vancouver Island, B.C., going down with her crew of twenty-one in the storms which occurred on the Pacific ocean in the be-

ginning of December. On December 26, a message was received at Gonzales Hill from the Canadian Pacific Railway Company's steamer *Tees* to the effect that wreckage had been found off Cape Scott, Saturday, December 10, marked *St. Denis*, including pilot-house, life boat and life-belts.

Disastrous Railway Collision near Ste. Rosalie Junction, Que.

On December 9 the Intercolonial Railway Nicolet passenger train westward-bound ran into a Grand Trunk Railway light engine from Portland, Maine, near Yamaska bridge, between St. Hyacinthe and Ste. Rosalie, Que. In the head-on collision four railway employés were instantly killed, and two seriously injured; six passengers were also injured. The coroner's jury held the crew of Grand Trunk Railway engine No. 450 responsible, they having taken the wrong line.

Quarry Disaster at Hillsboro, N.B.

On December 16, a slide of rock and earth took place in the plaster quarries at Hillsboro, N.B., and three workers lost their lives, a fourth being badly injured. The verdict found by the coroner's jury, empanelled in the case, on December 19, was: "That the deceased, Fred. Nelson, Edward Collette and Henry Allain, were accidently killed at one of the Albert Manufacturing Company's gypsum quarries in the County of Albert, on December 16, 1910, by reason of a fall of gypsum from the face of the quarry, and we believe that their deaths were purely accidental."

Two Lake Fishermen at Reindeer Island Man.

On December 17, two young fishermen while fishing at Reindeer Island, Man., were drowned.

Drowning of Two Fishermen in French River, P.E.I.

While two fishermen were on their way to their smelt fishing grounds on December 22, they broke through the ice in French river, P.E.I., and were both drowned.

Disastrous Bursting of a Buzz-Saw in London Township, Ont.

On December 20, while taking part in a "buzzing" bee in London Township, Ont., the bursting of a buzz saw instantly killed one farmer, and so seriously injured another that he died a few hours later.

Records by Industries and Trades Centre.

Agriculture.—In this industry during December, 1910, twenty-seven were killed and fifteen injured, compared with twenty-one killed and thirty-five injured in the preceding month, and twenty-eight killed and twenty-one injured in December, 1909. Six of the fatalities were caused by falls, five by falling material, four by being run over, three by machinery, two by live stock and one each by burns, by drowning and by a runaway. Of the injuries, five were caused by falls, four by live stock, three by machinery, and one each by tools, by a runaway and by flying material.

Fishing and hunting.—During December, 1910, two fishermen were drowned at Reindeer Island, in Lake Winnipeg, Man., and two fishermen were also drowned in French river, P.E.I., while in pursuit of their calling. In December, 1909, there were no accidents, and in November, 1910, eight workers in this industry were killed and one injured.

Lumbering.—During the month under review there were seven killed and twelve injured, as against six killed and six injured in the month before, and twelve killed and twelve injured in December of last year. Four of the deaths were due to falling material, and one each to drowning, to exposure and to machinery. Seven of the injuries were due to falling material, three to tools, and one each to flying material and to a fall.

Mining.—Forty-one mine workers met death by accident (thirty-one of these being in the disastrous mine explosion at Bellevue, Alta., elsewhere described), and fourteen recieved serious injury, compared

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F. No. 86.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF DECEMBER, 1910.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Agriculture—	C			
Farmer	herry Valley, Ont.	Dec. 1	1	Burned to death in barn.
"	Blanshard, Ont.	" 1	1	Fell from threshing machine.
"	St. Augustin, Que.	" 5	1	Tree fell on him.
"	Staco, Ont.	" 8	1	Drowned, broke through ice on lake.
"	Carberry, Man.	" 12	1	Run over by locomotive at crossing.
"	Maidstone, Ont.	" 13	1	Thrown from vehicle.
"	Westminster, Ont.	" 14	1	By cave-in of gravel.
"	Ste. Famille, Que.	" 14	1	Tree fell on him.
"	Brandon, Man.	" 12	1	Fell into well.
"	Holland, Man.	" 11	1	Fell on circular saw.
"	Tilsonbury, Ont.	" 19	1	Fell from vehicle.
"	Vankleek Hill, Ont.	" 19	1	Threshing machine fell on him.
"	Leitrim, Ont.	" 19	1	Fell from load of hay.
"	London Township, Ont.	" 19	2	By bursting of buzz saw.
"	Masham, Que.	" 20	1	Trampled on by horse.
"	Logan, Ont.	" 23	1	Trampled by a steer.
"	Dunnville, Ont.	" 27	1	Run over by train at crossing.
"	Sprucedale, Ont.	" 27	1	By upsetting on him of load of wood.
Farmer's son	Welland, Ont	" 10	1	Run over by train at crossing.
Farm hand	Brandon, Man.	" 12	1	Fell down well.
"	Montreal, Que.	" 29	1	Run over by heavy sleign.
Farmer's wife	Tracadie, P.E.I.	" 6	1	In a runaway.
Well digger	Onion Lake, Sask.	" 21	1	Overcome by gas in well.
Fishing and hunting—				
Fishermen	French River, P.E.I.	" 22	2	Drowned; broke through ice on way to fishing ground.
"	Reindeer Island, Man.	" 17	2	Drowned; went through ice with outfit.
Lumbering—				
Logger	Olds, Alta.	" 2	1	Tree fell on him.
"	Lakeville, N.B.	" 8	1	Drowned, broke through ice.
"	Rock Island, Que.	" 13	1	Tree fell on him.
"	Kamouraska, Que.	" 15	1	Frozen to death.
"	Victoria Hill, Que.	" 19	1	Tree fell on him.
"	Fernie, B.C.	" 24	1	Tree fell on him.
Pulp mill hand	Hull, Que.	" 15	1	Caught between rollers.
Mining—				
Miner	Cobalt, Ont.	" 9	1	By falling machinery.
"	Bellevue, Alta.	" 9	31	By explosion in mine.
"	Black Lake, Que.	" 13	1	Run over by mine car.
"	Hazleton, B.C.	" 16	1	Fell 40 feet.
"	Asbestos, Que.	" 23	1	By fall of rock.
"	Extension, B.C.	" 28	1	By fall of rock.
Smelter	Midland, Ont.	" 10	1	Asphyxiated by gas.
Quarrymen	Hillsboro, N.B.	" 17	3	By fall of stone.
"	Shisler's Point, Ont.	" 2	1	Steam pipe burst.
Building trades—				
Carpenter	Dundas, Ont.	" 7	1	Fell from scaffold.
Tile worker	London, Ont.	" 14	1	By cave-in of earth.
Stone mason	Parry Sound, Ont.	" 10	1	By exposure.
Plumber	Montreal, Que.	" 24	1	Explosion of gasoline.
Hoist runner	Hamilton, Ont.	" 5	1	Fell 30 feet.
Metal, engineering and shipbuilding trades—				
Electrical worker	Montreal, Que.	" 1	1	Elevator fell on him.
"	Sintaluta, Sask.	" 2	1	In shafting.
"	Saskatoon, Sask.	" 10	1	Fell from pole.
"	Montreal, Que.	" 29	1	Fell in elevator shaft.
Plumber	Shisler's Point, Ont.	" 4	1	Explosion of valve plug.
Iron worker	Lachine, Que.	" 9	1	Asphyxiated by gas in trench.
"	Cornwall, Ont.	" 13	1	Fell 40 feet.
"	Windsor, Ont.	" 24	1	Struck by iron arm of machine.
"	Galt, Ont.	" 24	1	Caught in belting.
"	Kananaskis, B.C.	" 30	1	By falling rock.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F. No. 86.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF DECEMBER, 1910.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Food and tobacco preparation—				
Milkman	Montreal, Que	" 12	1	Collision of vehicle with street car.
Meat cutter	Toronto, Ont	" 30	1	By fall in abattoir.
Railway service—				
Conductor	Ste. Rosalie, Que	" 10	1	In head-on collision.
Engineer	Ste. Rosalie, Que	" 10	2	In head-on collision.
"	London, Ont	" 24	1	Fell from engine.
Fireman	Macklin, Alta	" 11	1	In a derailment.
"	Ste. Rosalie, Que	" 10	1	In head-on collision.
"	North Portal, Sask	" 23	1	Caught between cars.
Brakeman	Souris, Man	" 5	1	Run over by train.
"	Niagara Falls, Ont	" 7	1	Run over by train.
"	Parry Sound, Ont	" 22	1	Caught between cars.
"	Mimico, Ont	" 23	1	Run over by train.
Construction hand	Byng Inlet, Ont	" 14	1	Frozen to death.
"	Hazleton, B.C	" 14	1	Overcome by gas in tunnel.
"	Mile 77, B.C	" 9	1	Thrown from hand car.
Sectionman	Swansea, Ont	" 21	1	Run over by cars.
Yardman	Toronto, Ont	" 24	1	Run over by train.
"	Saskatoon, Sask	" 7	1	Fell from telegraph pole.
Navigation—				
Seaman	Point du Chene, N.B	" 2	1	Drowned, fell from gang plank.
"	Parrsboro, N.S	" 27	1	Drowned, vessel wrecked.
Crew of S. S. St. Denis	Off coast of Vancouver Island	" 27	21	Drowned in wreck of vessel.
Engineer on vessel	Clarke City, Que	" 10	1	Caught in machinery.
Fireman	St. John, N.B	" 24	1	Run over by train.
Ship labourer	St. John, N.B	" 21	1	Fell into hold.
General transport—				
Carter	Toronto, Ont	" 12	1	In collision with street car.
"	Cobalt, Ont	" 20	1	Run over by team.
"	Toronto, Ont	" 25	1	Run over by team.
Driver	Niagara Falls, Ont	" 26	1	In a runaway.
Public employés—				
Special constable	Winnipeg, Man	" 24	1	Assaulted by thugs.
Armourer	Ottawa, Ont	" 30	1	Explosion of shell.
Miscellaneous—				
Cement mill worker	Belleville, Ont	" 10	1	Caught in belting.
Window cleaner	Montreal, Que	" 21	1	Fell from two-storey window.
Clerk	Montreal, Que	" 13	1	Fell down elevator shaft.
Domestic servant	Montreal, Que	" 15	1	Burned to death; explosion of gasoline.
"	Amherst, N.S	" 21	1	Burned to death; clothing caught fire.
Unskilled labour—				
Labourer	Montreal, Que	" 12	1	Asphyxiated by gas in trench.
"	Vancouver, B.C	" 9	1	Run over by train.
"	Agassiz, B.C	" 9	1	Run over by train.
"	Calgary, Alta	" 6	1	Cave-in of earth.
"	Campbellton, N.B	" 6	1	Run over by train.
"	Port Arthur, Ont	" 19	1	Run over by coal loading machine.

FATAL ACCIDENTS HAPPENING IN THE PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN DECEMBER, 1910.

Construction hand	Prince Rupert, B.C	Nov. 30	1	In collision of hand cars.
	Winston, Ont	" 14	1	By cave-in of earth.

with sixteen killed and twenty-three injured in the previous month, and eleven killed and fourteen injured in December, 1909. As aforementioned, thirty-one fatalities were caused by the explosion in the mine at Bellevue, Alta. Of the others, falling material killed six, and mine cars, a fall, asphyxiation and machinery one respectively. Five of the injuries were caused by falling material, three each by mine cars and by machinery, two by an explosion of dynamite and one by flying material.

Building trades.—Among these workers five were killed during December, 1910, and seventeen were injured, as against twelve killed and twenty-four injured in November last, and two killed and fifteen injured in December, 1909. Two of the deaths were due to falls, and one respectively to falling material, to exposure and to an explosion. Of the injuries, eleven were due to falls, four to explosions and two to falling material.

Metal, engineering and shipbuilding trades.—During December just past there were ten killed in this group and forty-one injured, compared with seven killed and thirty-eight injured in the preceding month, and sixteen killed and fifty injured in December of last year. Three of the fatalities were caused by machinery, two each by elevators and by falls and one each by an explosion, by asphyxiation and by falling material. Twelve of the injuries were due to falls, and to machinery respectively, six to molten metal, two respectively to flying material and to electricity, three respectively to asphyxiation and to falling material, and one to an explosion.

Woodworking trades.—Machinery injured seven and a fall one of these workers. The record of the month previous showed one killed and sixteen injured, and of December, 1909, one killed and fifteen injured.

Printing trades.—Machinery injured one workman in December last. In the previous month two workmen were injured, and in December, 1909, one workman was also injured.

Textile trades.—During December, machinery injured two, and flying material one of these trades, compared with one killed and two injured the month before, and two injured in December, 1909.

Food and tobacco preparation.—In this group two workmen were killed in December, 1910, and seven injured, as against three killed and eight injured in the preceding, and one killed and eight injured in the month of December, 1909. A collision and a fall were responsible for one fatality each, while tools injured three, explosions two and machinery and an elevator one respectively.

Railway employés.—In the month under notice seventeen railway employés were killed by accident and twenty-nine injured, compared with twenty-three killed and twenty-six injured in November, 1910, and fourteen killed and twenty-nine injured in December, 1909. Five of the fatalities were due to being run over, four to collisions, three to falls, two to being caught between cars and one respectively to a derailment, to exposure and to asphyxiation. Seven of the injuries were due to being caught between cars, five to collisions, six to being run over, four to derailments, three to falls and one each to exposure, to falling material and to being struck by an object in passing.

Navigation.—During December, the record was twenty-six killed and three injured, compared with twelve killed and six injured in the previous month, and twenty-four killed and three injured in December, 1909. Twenty-one of the fatalities occurred in connection with the foundering of the steamer *St. Denis*, off the coast of Vancouver Island, above described, and of the others, two were caused by drowning and one each by machinery, by being run over and by a fall. Of the injuries, two were caused by falls and one by an explosion.

Transport.—There were four killed and nineteen injured, as against three killed in November, 1910, and seven killed and sixteen injured in December, 1909. Two of the fatalities were due to being run over and one respectively to a collision and to a runaway. Of the injuries, five were due to falls, four to collisions, three each to derailments and to falling material, two to runaways, and one respectively to flying material and to live stock.

Public employés.—Two of these employés were killed during December, 1910, and eight injured, compared with seven killed and twenty injured in the preceding month, and thirteen injured in December of last year. One of the fatalities was caused by a constable being assaulted by thugs, and the other to an explosion of a shell. Two each of the injuries were caused by falls, by collisions and by falling material, and one each by flying material and by an explosion.

Miscellaneous.—Five of these workmen were killed and seven injured in December, compared with six killed and fourteen injured the month before, and six killed and four injured a year ago. Three deaths occurred through burns and scalds, and one each through machinery, a fall and an elevator. Of the injuries, three occurred through machinery, two through falls, and one respectively through an explosion and through an elevator.

Unskilled labour.—During December, six labourers were killed by accident and thirteen were injured, as against thirteen killed and twenty-three injured the month previous, and four killed and ten injured in December, 1909. Four of the fatalities were due to the victim being run over, and one respectively to asphyxiation and to falling material. Four of the injuries were due to being run over, three each to falling material and to falls, two to tools and one to an explosion.

TRADE DISPUTES DURING THE MONTH OF DECEMBER, 1910.

THE principal trade dispute which occurred in Canada during December was a strike of street railway employés at Winnipeg, Man., which continued throughout the latter half of the month, and was the indirect cause of two smaller disputes. Until December 19, building operations were more or less impeded by a general strike of plumbers at Montreal. Conditions at Springhill, N.S., remained unchanged with regard to a strike of coal miners which has been going on since August, 1909.

Analysis of Trade Disputes during the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during December was ten, being two more than in November, and one more than in December, 1909. About 109 firms and 2,083 employés were involved in these disputes, four firms and 612 employés being involved in new disputes.

Trades affected by new disputes.—The following table shows the trades affected by the new disputes and the number of employés in each group of trades.

Trades.	No. of disputes.	No. of employés.
Mining and quarrying	1	24
Clothing trades	2	38
Transport	1	550
Total	5	612

Localities affected by new disputes.—One new dispute of the month occurred in the Province of Quebec, and the remaining three in the Province of Manitoba.

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause.	No. of disputes.
Aganist new system of payment	1
Against discharge of employés	1
Refusal to make clothes for strike-breakers	2
Total	4

Methods of settlement.—Out of the ten disputes that were in existence during December, seven were terminated, leaving three still in existence at the end of the year. Of those that were terminated, one was settled through conciliation, two through negotiations between the parties concerned, and two through the resumption of work without negotiations.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES C, No. 123.

TABLE OF TRADE DISPUTES DURING THE MONTH OF DECEMBER.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employés affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly.	Indirectly.	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Mining—											
Coal miners	Springhill, N.S.	For recognition of Union and increase in wages and against conditions of employment	1	.....	1,000	.....	.....	.....	Aug. 11'9	.....	No settlement reported, but places of many strikers were filled.
Building Trades—											
Plumbers	Montreal, Que	For increase in wages	100	.....	325	.....	.....	.....	Sept. 17	Dec. 21	Work resumed; no change in wages.
"	Ottawa, Ont	For increase in wages	1	.....	31	.....	.....	.....	" 18	" 21	Work resumed; no change in wages.
Carpenters	Saskatoon, Sask.	Against reduction in wages from 45 to 40 cents an hour	1	.....	20	.....	.....	.....	Nov. 22	" 10	Employers agreed to pay Union rate of wages.
Clothing Trades.—				.....		.....	.....	.....			
Shoe workers	Montreal, Que.	Against discharge of employés.	1	.....	75	.....	.....	.....	Nov. 26	Dec.	Places of strikers were filled.
Miscellaneous Trades											
Papermakers	Shawinigan Falls, Que.	Against Sunday labour and alleged discrimination against unionists. Co. claimed cause was demand of men to have lunch sent for at noon and evening.	1	.....	.....	.....	.....	.....	Nov. 7	.....	No settlement reported at end of month.
DISPUTES WHICH BEGAN DURING THE MONTH.											
Mining and Quarrying											
Quarrymen	Hull, Que	Against new system of payment by tonnage instead of by day labour	1	.....	24	.....	.....	.....	Dec. 17	Dec. 18	Men returned to work under new system of payment.

Clothing Trades—												
Garment workers	Winnipeg, Man.	Lockout on refusal of employés to make suits for Street Railway Company during strike	1	.....	23	.....	.....	"	22	.....		No settlement reported during the month.
Cap workers	Winnipeg, Man.	Lockout, on refusal of employés to make caps for Street Railway Company during strike	1	.....	15	.....	.....	"	30	.....		No settlement reported during the month.
Transport—												
Street Railway employés	Winnipeg, Man.	For reinstatement of discharged employés	1	.....	550	.....	.....	"	16	Dec.	31	Settled by conciliation; discharged men not reinstated.

*Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention moreover, is not made of disputes involving less than six employés, or of less duration than 24 hours.

Results of disputes.—The employers were successful in six of the disputes that were terminated, and the employés were successful in the remaining one.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes in existence during December, which began in previous months, comprised strikes of coal miners at Springhill, N.S., plumbers at Montreal, Que., and Ottawa, Ont., carpenters at Saskatoon, Sask., and papermakers at Shawinigan Falls, Que.

Strike of Coal Miners at Springhill, N.S.

No change in the situation was reported in the strike of coal miners at Springhill, N.S., in which about 1,000 members of the United Mine Workers of America were involved. The Cumberland Railway & Coal Company continued to operate its mines to a limited extent. This dispute, which was caused by the refusal of the Company to recognize the Union, and to grant an increase in wages and certain changes in conditions of employment, had begun on August 11, 1909.

Strikes of Plumbers at Montreal, Que., and Ottawa, Ont.

On December 21, a general strike of plumbers which had been in force in Montreal, Que., since September 17, was declared off, and the men returned to work, where their places had not been filled, under the old conditions of employment. On September 18, the strike had extended to Ottawa, Ont., two Montreal firms of contractors having brought men from there to work on the new Grand Trunk Railway station and hotel. Owing to the advanced stage of the work at the station, the strike had little or no effect, but operations on the hotel were retarded by it. About 325 men and 100 firms were involved in Montreal, and thirty-one men in Ottawa. The strike was declared off at Ottawa at the same time as at Montreal. The dispute arose from a demand for an eight-hour day and in increase in wages.

Strike of Carpenters at Saskatoon, Sask.

A strike of twenty carpenters at Saskatoon, Sask., which began on November 22, on account of a reduction in wages from 45 to 40 cents an hour, was terminated on December 10, the employers agreeing to pay the Union rate of wages.

Strike of Papermakers at Shawinigan Falls, Que.

A strike of papermakers took place at Shawinigan Falls, Que., on November 7, involving the employés of the Belgo-Canadian Pulp & Paper Company. It was alleged by the men that the strike arose from their refusal to work on Sundays, and from discrimination against members of this union. It was stated by the company that the men working on paper machines wanted to have their lunch sent for at noon and evening. This was refused as they had an eight-hour day. The company claimed that normal conditions prevailed since November 9, most of the places of strikers being filled by advancing men working on the same machines. No settlement of the dispute was reported during the month.

Strike of Shoe Workers at Montreal, Que.

On November 26, a strike of about seventy-five shoe workers took place at Montreal, Que., effecting the Regina Shoe Company. According to the employers the strike was declared on account of their refusal to take back two men who had been discharged. The employers claimed to have filled the places of the strikers, and to be conducting their establishment as an "open shop."

New Disputes.

The new disputes of the month involved street railway employés, garment workers and cap workers at Winnipeg, Man., shoe workers at Montreal, Que., and quarrymen at Hull, Que.

On December 16, about 550 employés of the Winnipeg Street Railway Company went on strike on account of the refusal of the Company to reinstate four employés who had been discharged for entering a bar in uniform. The matter had previously been submitted to a Board under the Industrial Disputes Investigation Act, 1907. During the progress of the dispute a limited car service was provided by the Company, numbers of men being engaged from time to time to take the places of the strikers. Various efforts were made to bring about a settlement of the dispute, and on December 31, the strike was declared off. It is understood that the Company agreed to reinstate 300 of the strikers, giving them the standing they occupied before the strike. The settlement was reached through the friendly mediation of a committee of citizens.*

Disputes of Garment Workers and Cap Workers at Winnipeg, Man.

On December 22, about thirty garment workers employed by the Manitoba Clothing Company, at Winnipeg, were locked out, on account of their refusal to make clothing for the Winnipeg Street Railway Company while the strike was in progress. On December 30, about fifteen cap workers of the North-western Cap Company, of Winnipeg, were reported to have been locked out for a similar reason. No settlement of these disputes was reported during the month.

Strike of Quarrymen at Hull, Que.

On December 17, about twenty-four quarrymen employed by the Canada Cement Company, Limited, at Hull, Que., stopped work on account of dissatisfaction with a change in the method of payment of wages. The Department was informed by representatives of the men that they had been receiving $1.75 per day of ten hours for the extraction of stones at the quarry, but on December 17, they were notified that in future they were to receive 25 cents per bucket of 5,000 pounds of stone quarried. The men refused to accept this as they believed they would not be able to make more than $1.05 per day in the winter months.

*A full account of this dispute is given in the monthly report of the correspondent for Winnipeg and District, on another page of the present issue.

The Company reported that they wished to increase the wages of the men and adopted this plan to do so, and that the men went back to work on December 19, as soon as they understood the terms of the new arrangement.

Strike of Shoeworkers at Montreal, Que.

On December 1, a strike of about eighty shoe workers was reported to have taken place at Montreal, Que. The dispute arose from a readjustment of wages, which the men alleged to have involved a decrease. No settlement of the dispute was reported during the month.

The table which is published herewith is a compliation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of December, and which have been reported to the Department.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during December, 1910.

DOMINION REPORTS.

Government Annuities, Bounties and Chinese Immigration.

Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1910. Part IV. Canadian Trade. Miscellaneous Information, Ottawa: King's Printer, 1910. Page, 96.

PART IV of the Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1910, contains information on the following subjects: Government annuities, bounties, Chinese immigration, lumber and staple products, revenue and expenditure of the Department of Trade and Commerce, statistical record of the progress of Canada, tonnage tables, Trade Commissioner service.

With regard to Government annuities, it is stated that to March 31, 1910, there had been issued 646 annuities, aggregating $151,107.60, and the total purchase-money received on account thereof was $484,882.21. Of the annuities purchased, 102 were immediate and 468 were deferred. Eight of the annuities were on the last survivor plan. A full explanation is given of the various annuity plans offered.

The total sums paid in bounties during the last fiscal year amounted to $2,414,-171.15, of which 1,808,533.33 was on iron and steel, $340,542.19 on lead, $61,506.83 on manila fibre used in binder twine and cordage, and $203,588.80 on crude petroleum.

The returns on Chinese immigration show that during the year ended March 31, 1910, 1,614 Chinese entered paying the tax, being the largest number for any year since 1904, when the tax was increased from $100 to $500. There also entered during the last year 688 exempted Chinese. Since 1886, there have entered Canada 3,244 exempts and 49,272 taxpayers, from whom was derived a total revenue of $5,339,442.50.

ONTARIO REPORTS.

Bureau of Labour.

Tenth report of the Bureau of Labour of the Province of Ontario for the year ending December 31, 1909. Toronto: King's Printer, 1910. Page, 282.

The tenth Report of the Bureau of Labour of Ontario, for the year 1909, deals with a wide variety of subjects. Among these are included Municipal Statistics, Municipal Public Utilities, Free Employment, Bureaus Labour Organizations, Wages and Hours of Labour, Industrial Statistics, Labour Legislation, Legal Decisions affecting labour in Ontario, Trade Disputes in Ontario, British and Foreign Labour News.

It is stated that the four free employment bureaus established in Hamilton, London, Ottawa and Berlin were more successful than in the previous year in placing applicants for positions, and it is suggested that greater local publicity would increase their usefulness. There were received 756 returns from municipal clerks, compared with 704 in the previous year. The tabulation of the 751 returns which give statistics shows

that during 1908 14,626 new buidlings were erected, costing $31,611,934, and there were expended on permanent improvements $5,169,379, and on sanitation, $1,330,127.

Mining Statistics of Ontario.

Nineteenth annual report of the Bureau of Mines, 1910. Part I. Toronto: King's Printer, 1910. Page, 253.

Part I of the Nineteenth Annual Report of the Ontario Bureau of Mines contains a statistical review of the mining industry of the Province for 1909, an account of the water powers of Ontario for working mines, and chapters on the Kent gas field, magnetic concentration of low-grade magnetites, Lake Savant iron range area, and nepheline syenites of Port Coldwell.

The following table shows the mineral production of Ontario in 1909, with the number of employés in the various branches of the mining industry, and the wages paid them.

Product.	Quantity.	Value.	Employés.	Wages.
Metallic:—		$		$
Gold, ounces	2,042	32,445	100	68,206
Silver, ounces	25,903,985	12,464,722	3,251	2,605,128
Cobalt, tons	1,533	94,965		
Nickel	13,907	2,790,798	1,796	1,276,091
Copper, tons	7,933	1,127,015		
Iron ore	263,777	465,622	391	230,446
Pig iron, tons	407,013	6,301,528	2,231(a)	1,379,308(a)
Zinc ore, tons	895	8,950	20	7,700
		23,466,045	7,779	5,566,879
Less value Ontario iron ore (220,307 tons) smelted into pig iron		537,549		
Net metallic production		22,928,496	7,779	5,566,879
Non metallic:—				
Arsenic, refined, tons	1,085	61,039	(b)	(b)
Arsenic, crude, tons	3,218			
Brick, common, no	246,308,000	1,916,147	3,166	961,881
Tile, drain, no	27,418,000	363,550	3,166	961,881
Brick, pressed, no	53,166,941	490,571	488	254,950
Brick, paving, no	4,067,620	73,700		
Building and crushed stone		660,000	944	357,821
Calcium carbide, tons	2,349	151,676	60	39,580
Cement, Portland, tons	2,303,263	2,897,348	1,354	631,137
Corundum, grain, tons	1,508	140,817	65	96,168
Feldspar, tons	11,001	36,204	53	14,858
Graphite, refined, tons	730	7,624	117	34,193
Gypsum, crude, tons	11,488	23,604	41	3,500
Iron pyrites, tons	28,946	78,170	132	104,637
Lime, bush	2,633,500	470,858	438	173,905
Mica, tons	350	73,124	123	38,632
Natural gas		1,188,179	171	103,672
Peat fuel, tons	60	240	7	1,200
Petroleum, Imp. gal	14,723,105	559,478(a)	436(d)	261,014
Phosphate of lime, tons	272	1,904	2	4,371
Pottery		43,214	33	12,837
Quartz, tons	63,172	75,329	11	46,906
Salt, tons	77,490	389,573	176	89,995
Sewer pipe		311,830	200	96,815
Talc, tons	4,350	8,700	12	3,316
		10,052,879	8,239	3,331,388
Add metallic production		22,928,498	7,779	5,566,879
Total production		32,981,375	16,181	8,898,267
Total for 1908		25,637,617	15,189	7,858,267

(a) Includes steel making. (b) Included in cobalt and silver. (c) Value crude, exclusive of Dominion Government bounty. (d) Petroleum refineries only.

OTHER REPORTS RECEIVED.

Canada.—Report of the Northwest Mounted Police, 1910.

Report of the Select Standing Commitee of the House of Commons on Mines and Minerals, 1910.

Evidence taken before the Public Accounts Committee during the Session, 1909–10.

Ontario.—Report relating to the registration of Births, Marriages and Deaths in the Province of Ontario, for the year ending December 31, 1908.

Annual Report of the Bureau of Industries for the Province of Ontario, 1909. Part I.—Agricultural Statistics. Part II.—Chattel Mortgages.

Second Annual Report of the Ontario Grain Growers' Association, 1909.

Alberta.—Annual Report of the Department of Agriculture, 1909.

Annual Report of the Department of Public Works, 1909.

Great Britain.—Report of the Departmental Committee appointed to Inquire into the Law relating to Compensation for Injuries to Workmen. Volume I.—Report and Appendices, 1904.

Report of the Departmental Committee appointed to inquire into the Dangers attendant on the use of Lead, and the Danger or Injury to Health arising from Dust and other Causes in the manufacture of Earthenware and China. Volume III.—Minutes of Evidence.

Statistics of Compensation and of Proceedings under the Workmen's Compensation Act, 1906, and the Employers' Liability Act, 1880, during the year 1909.

Australia.—Trade and Customs and Excise Revenue of the Commonwealth of Australia for the year 1909.

United States.—Twenty-fourth Annual Report of the Bureau of Industrial and Labour Statistics for the State of Maine, 1910.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

ONTARIO CASES.

Fines Imposed on Russian who Imported Garment Workers.

Jacob Rakow, a Russian Jew, was recently fined $600 by the Police Magistrate of Hamilton, upon a plea of guilty to a charge of having smuggled aliens into the Dominion to work as tailors. Failing once in an attempt to evade the immigration authorities, when he dumped a party of six Russians into Toronto, Rakow devised another scheme, and had the six sent to Rochester. Three were later smuggled in by boat, and three were brought in by rail.

Counsel for the immigration department, declared that Rakow had tried to intimidate witnesses. He pleaded guilty. His counsel said he had gone into the matter fully with counsel for the department, and from the investigations he made it seemed that as to six cases discussed with him Rakow was guilty of a violation. "It appears to be the wisest course to plead guilty, and under the circumstances I understand my learned friend does not intend to ask for a heavy fine."

"The penalty is from $50 to $500," said counsel for the department. "The Department has been flouted time and again, and while we don't ask for the extreme penalty, we want a sufficient fine imposed to teach Rakow that he cannot do this. Rakow brought six men to Toronto, who had worked for him in New York. They were caught by an officer and deported. Rakow had them sent from New York to Rochester. They had been instructed how to evade the law, and three got into the country by rail, and three by boat. Witnesses have been intimidated, and in view of this I don't think the lowest fine should be imposed. I think defendant's counsel is agreeable to a $100 fine in each case." Rakow did not have sufficient money to pay the fine in the court, but he was allowed to go on

his counsel's assurance that the money would be paid.

Ladinski, another Russian Jew, who was found guilty of the same offence as Rakow, in Niagara Falls, some time ago, was in court at the same time, and, immediately after court adjourned, he was taken in charge by an immigration officer, who, after hearing his story, ordered that he be deported. Ladinski pointed out to the immigration officials that it would be a hardship for him to leave at once, and consequently they accepted his bond of $100 to appear at Bridgeburg on the thirty-first of the month. The immigration officer who ordered the arrest of Rakow, stated that the six men whom Rakow brought into this country will be deported as well. He also stated that he is investigating the case of Rakow, with the idea of deporting him if he cannot show good reason why such should not be done.

Rakow, by pleading guilty on the advice of his counsel, prevented the submission of evidence which might have been an interesting revelation of the methods employed by him and others to trick the immigration officials.

Death of Brakeman—Alleged Negligence —New Trial.

Appeal by the defendants from the judgement of Judge MacTavish, sitting for Chief Justice Mulock, on the findings of a jury in favour of the plaintiff, in an action to recover damages for the death of Silas Taylor, a son of the plaintiff, who was a brakesman in the employment of the defendants, and was killed, while in the discharge of his duties in the defendants' yard at Madewaska, owing, as the plaintiff alleged, to the negligence of the defendants' servants. The jury found that the cause of the accident which resulted in the death of Silas Taylor was the negligence of the foreman, Kilfoyle, in ordering the deceased to climb to the top of a car while it was in motion, and acquitted the deceased of contributory negligence; and they assessed the damages at $500. There was, in the opinion of the Divisional Court, evidence that Kilfoyle was guilty of the negligence found by the jury; but the difficulty the Court saw in the way of the plaintiff, upon the evidence, was as to the connection between the negligent order and the accident. No witness was able to tell how the accident happened. The finding of the jury was based on mere conjecture, and was not a reasonable inference from the facts proved. There were, however, some matters mentioned by the witnesses which were not fully developed, and which, if more fully investigated, might have enabled an inference to be drawn in support of the theory that the accident happened while the deceased was in the act of getting on the car. While, upon the present evidence, the judgement could not stand, the ends of justice would be best served by directing a new trial, to enable the plaintiffs to develop the matters referred to; but as the granting of a new trial was, in the circumstances, an indulgence to the plaintiff, the costs of the last trial and of the appeal should be costs to the defendants in any event of the action.

(Dunsmore v. National Portland Cement Company, 20, Ont., W. N., 281.)

Work and Labour—Reversal of Judgement on the Facts.

Appeal by the plaintiff from the judgement of the County Court of Essex dismissing the action. Lorne & Son, contractors, of Windsor, agreed with the town corporation of Sandwich to construct a sewer from Bedford street in the town to the Pittsburg dock on the Detroit River, a distance of 1,600 feet, according to plans and specifications prepared by the town engineer. Part of the work undertaken, the outermost 75 feet, was sublet by Lorne & Son to the plaintiff. The price agreed upon for this outlet was $600. The plaintiff alleged that, after he began work, a new contract was made with Lorne & Son, involving an expenditure much in excess of $600, and that the defendant, who, as surety for Lorne & Son, was obliged to take over and complete their contract, was liable as a matter of law to the plaintiff for such excess. Upon the law the trial judge held that the defendant

was not liable; but, on the facts, he found that a second contract was made between the plaintiff and Lorne & Son. Upon the evidence, the Court did not agree with the finding of fact of the trial judge, but were of opinion that there was no new agreement, and that the defendant was, upon that ground, entitled to have the action dismissed. The Chancellor (Boyd) said, the Court will not readily interfere with the conclusion of a judge based upon facts and pronounced after seeing and hearing the witnesses, but the power exists and is to be exercised in proper cases. This is such a case. The evidence of the plaintiff is overborne by the weight of evidence opposed to him. Appeal dismissed with costs.

(Drake v. Cadwell, 20, Ont., W. N., 282.)

Workmen's Compensation.

In the case of McDonald v. Murphy, an appeal was taken to the Divisional Court by defendant from the judgement of Mulock, C. J., of October 4, 1910. This action, brought by the widow and children of John McDonald, under the workmen's compensation for injuries act, claimed $6,000 damages for the death of said John McDonald, alleged to have been caused while in defendant's employ by the falling of a derrick upon him in defendant's quarry. At the trial judgement was given plaintiffs for $1,000 and costs. Judgement : The common law obligation of the Master is to maintain a suitable and safe place for machinery and appliances for the work to be done, and to warn the servants of all dangers known, or which ought to be known to him unless already known to the servant. The jury have found that the Master was negligent in removing the third guy from the derrick without first making the boom fast by anchoring and so securing the stability of the whole until this was brought about by the placing of the "stiff legs." This was the cause of the accident. The jury have found that there was no contributory negligence. The deceased was lawfully upon the premises, and the fact that at the time the derrick fell he was climbing the mast is a mere incident, unless his so doing amounted to contributory negligence. The appeal should be dismissed with costs.

MANITOBA CASES.

Contract for Work and Materials, Engine, etc.

The plaintiff installed in the defendant's theatre an engine and appliances to operate a lighting and ventilating plant, and claimed the balance of the price contracted for the Court (Mr. Justice Robson) held, that the transaction was not a sale of goods, but a supply of work and materials, and the Sales of Goods' Act did not apply.

The plaintiff's submitted a written proposal to the defendant to supply and erect in operating order, on foundations supplied by the defendant, an engine, generator, and switchboard, for a sum mentioned. This proposal embodied specifications for each of these pieces of machinery. The engine specifications described an "Ideal" engine and stated that they were submitted by the manufacturer to the plaintiffs; they referred to the "Ideal" engine as "quiet running." The proposal was accepted by the defendant. The Court held, that this was not a warranty, but only a recommendation, and the plaintiff's right to payment did not depend upon their showing that the engine was "quiet running," and this view was confirmed by reference to the surrounding circumstances, to which reference might properly be made.

It was also held, that there was no collateral warranty or undertaking by the plaintiffs that the machinery should be suitable for the defendant's special purpose—the choice of engine being made on the independent judgement of the defendant's agent, uninfluenced by the plaintiffs; nor should the Court imply an undertaking on the part of the plaintiffs that the engine would operate in a way suitable for the defendant's purpose. It was also held, upon the evidence, that the plaintiffs had erected the engine "in operating order," and were entitled to recover.

(Allis-Chalmers-Bullock Company v. Walker, 15 Western L. R., 357.)

Injury to Switchman—Alleged Negligence —New Trial.

The plaintiff, a switchman employed by the defendants, was, while engaged in his duties as such in the yard of the defendants, struck by a train and injured. In an action to recover damages for his injuries, he alleged a defect in the ways, works, &c., of the defendants, in that there was not sufficient room between the tracks in the yard to enable him to carry on safely the operations of switching and signalling; that there was negligence in the operation of the train by which the plaintiff was injured, by reason of excessive speed and no warning given; and that he was under the orders of a foreman to which he was bound to conform and did conform, and was injured as the result of having so conformed.

The Court of Appeal held, upon the evidence, that there was nothing in the plaintiff's actions that was not in accord with his duties and the orders of his foreman. Although there was no express order from the foreman for him to take certain paces backward in order to give himself a clear vision of the foreman, and to give the engine-driver a clear vision of himself, he was apparently acting within the best of his judgement in order to carry out his orders faithfully, properly, and promptly; in fact he did, in the circumstances, what a switchman in the position might be expected to do, and what his employers might reasonably expect him to do. With reference to the location of the tracks in the yards, there was some evidence upon which a jury might base a finding that the "lay-out" was defective. The real questions in controversy were the inferences proper to be drawn from facts which were practically not in dispute; and it was the province of the jury, and of the jury alone, to draw those inferences. If the defences of contributory negligence and that the plaintiff voluntarily incurred his injuries, were to be established, they must be established to the satisfaction of the jury. The decision in Toronto Railway Company v. King, (1908) English Appellant Case, 260, was followed. The judgement of Mr. Justice Perdue, of the Court of Appeal, in favour of the defendants, withdrawing the case from the jury, was reversed, and a new trial ordered.

(Wood v. Canadian Pacific Railway Company 15, Western L. R., 293.)

SASKATCHEWAN CASES.

Damages for Act of Municipality's Servant.

The defendant M., acting as road-boss under instructions from the reeve and one of the councilmen of the defendant municipality, entered upon the plaintiff's land for the purpose of making a road diversion around a slough on the road allowance. The plaintiff forbade the construction of the road diversion on his land, but M. proceeded to make it. The preliminary steps necessary to give the municipality the right to enter and appropriate the plaintiff's land had not been taken. The Court (Mr. Justice Lamont) held, that the defendants were guilty of trespass and liable for the damage resulting therefrom.

It was also held (1) that the plaintiff was entitled to general damages for the trespass and deprivation of the use of the portion of his land taken, assessed at $75; but not to damages for having nine acres separated from the rest of the farm by the road diversion; whatever loss be sustained in this connection was a matter for consideration in awarding compensation in the expropriation proceedings since taken; (2) that the plaintiff was entitled to special damages, assessed at $99, for the loss of flax and wheat destroyed by water backed on the land by reason of the construction of the road diversion without proper culverts; and (3) that the defendant M. was the servant of the defendant municipality, and, in constructing the road diversion, was acting within the apparent scope of his authority, and, therefore, the municipality was liable for his acts. The decision in the Citizen's Life Assurance Company v. Brown, (1904) English Appellant Case, 423, was followed.

(Foley v. Municipality of South Qu'Appelle, 15, Western L. R., 264.)

Damages for Negligent Spreading of Fire.

In an action for damages for loss sustained by the burning of the plaintiff's pasture, by a fire set out by the defendant on his land, which escaped to the plaintiff's adjoining land, through the negligence of the defendant's servants, the Court (Mr. Justice Lamont) held, on the evidence, that the fire which consumed the plaintiff's pasture had its origin in the fire set out by the defendant; and that the defendant did not, in setting out the fire, observe the precautions required that the fire shall be "guarded" during the whole period of its continuance by three adult persons.

It appeared that the defendant's servants took a load of straw on a wagon to the northwest corner of the defendant's land, and scattered some of the straw on the ground and then set fire to it. There being a very strong wind from the west or northwest, this fire was driven eastward. The defendant's servants, instead of following up this fire and guarding it, let it go, while they continued to spread straw and fire it along the whole west side of the defendant's stubble, with the result that the fire which they first started was soon more than half a mile distant from them, burning with great fury. The requirements of the statute as to guarding by three adult persons mean that they shall stand guard over it so to prevent its escape—that is, accompany it so as to be on hand to extinguish it in case it should leave the defendant's land. The defendant, therefore, was guilty of permitting a fire in charge of his servants to pass from his own land, within the meaning of section two of the Ordinance, and was liable for the damages caused by such fire. The decisions in McCartney v. Miller, 2 W. L. R. 87, were followed.

It was also held that, apart from noncompliance with the statute, the defendant was guilty of negligence in setting out the fire on a day on which the wind was blowing so strongly as the evidence shows it was blowing on the day in question. On this point, the decision in Kennerman v. Canadian Northern Railway Company, 13 W. L. R., 191, was followed. Damages were assessed for the loss of the pasture and for extra expense incurred in taking care of the plaintiff's cattle.

(Armour v. Marshall, 15, Western L. R., 173.)

Fined for being Drunk on Duty.

For being drunk while on duty, operator at Rumford Junction was fined $50 and costs, or in default one month's imprisonment, in the Sudbury police court. The Canadian Pacific Railway Company caused the man's prosecution. He paid his fine. All Canadian Pacific Railway trains stop at Rumford Junction for orders, but the crew of a freight found conditions on the morning of October 2 which they, or other trainmen, had not seen for a long time, and in all likelihood will not see again for many a day. They found the operator drunk and in a stupor at his post. The matter was at once reported to the railway officials.

Damages to Car Cleaner.

In the case of Joseph R. Paquette, car cleaner, v. the Grand Trunk Railway Company, an Ottawa jury has awarded plaintiff $1,287 and costs for personal injuries. The action was for $5,000 damages. When going to clean a car alongside a track at the Central station, Paquette was struck by an engine and had his left leg badly hurt. It had not healed at the time of the trial, and the doctor feared that it would be permanently twisted. He claimed that the Company was careless, as a pipe was lying along the ground on which he tripped, and the ground was not safe to walk on at night. He also claimed that the engine was going at an excessive rate of speed, and that the bell was not ringing.

Damages for Railway Company's Negligence.

Plaintiff claimed damages for injuries caused him by the train of defendants', which injured his left arm so that it will be stiff for life. The accident was caused by the lid of a journal-box flying off and striking plaintiff's arm. Plaintiff was working on the track, and stepped aside twelve or thirteen feet from the track,

and, as the train passed, the journal-box lid struck him on the left arm. It was not likely that plaintiff would ever regain the movement of his arm as formerly, though it would get strong again. His physician's bill was $35.

Mr. Justice Clute told the jury that the questions to consider were these: "Was the Company guilty of negligence? If the train was allowed to leave Buffalo with a bad journal-box was it a good exercise of care? Did the evidence show a satisfactory inspection? (None of the inspectors had raised the journal-box lid to see the interior.) The jury must, if they decide that there was negligence, explain the nature of such negligence, and in assessing damages, if any, they should bear in mind the physician's bills, the two months' wages while defendant was out of work, and also consider whether or not his earning power had been lessened by such accident. They must award for the money loss and for the pain suffered.

The jury found the railway Company negligent, the negligence being the allowing of an improperly fastened journal lid, and for which they assessed damages for the plaintiff $150.

(Brooks v. Michigan Central Railway, Welland Fall Assizes, 1910.)

BRITISH COLUMBIA CASES.

Death of Workman Travelling on a Pass.

A man employed by the defendants as a painter was travelling to the place where he worked, upon a car of the defendant's, into which a freight car of the defendant's, which had got loose from the motor which drew it, ran, and in consequence the man was killed. The man was travelling on a pass issued by the defendants to him, and upon the back of the pass was printed a condition relieving the defendants from liability in case of accident. The deceased had not signed his name on the back of the pass, as required by the condition. In an action, under the Fatal Accident's Act, to recover damages for the death of the man, the jury found that he was travelling on the pass, but was not aware of the condition, and assessed damages to the plaintiff, but were not asked to make, and did not make, any other findings.

The Court (Judge Murphy) held that the relation of master and servant existed between the deceased and the defendants at the time he was killed. The decisions in Tunney v. Midland Railway Company, L.R.1, C.P. 291, and Goldrick v. Partridge, 79 L. J. K. B., 173, were followed.

There might be a question whether the rule, "the thing speaks for itself" applied. But it was held, that the proper inference from the evidence was that the coupling between the freight car and the motor broke; and no proof being adduced that the coupling was a proper one and in good repair, or that the defendants had in force a proper method of inspection and competent men to inspect, that the defendants were liable at common law. It was also held that there was evidence to sustain the finding of the jury as to the pass. Judgement was given for the plaintiff for the damages assessed.

(Farmer v. British Columbia Electric Railway Company, 15, Western L. R., page 136.)

Building Contract—Failure to Comply with Plans, etc.

By a written agreement the plaintiffs agreed to build and furnish all material for a certain building for the defendant, according to plans and specifications, for a lump sum of $4,367, payable in "three equal payments, one to be made when roof is on building, one when plastered, balance when job is completed (thirty days after completion of building.)" It was held by Mr. Justice Clements, upon the evidence, that the plaintiffs had not built and furnished all material for the defendant's building according to the plans and specifications; and that there was no evidence that the defendant had accepted what work the plaintiffs did do as a fulfillment of the contract. The plaintiffs were, therefore, not entitled to recover upon the written contract. The doctrine of "substantial performance" has no place in the British Columbia jurisprudence. The decisions in Ellis v. Hamlen, 3 Taunt. 52, Lakin v. Nuttall, 3 S.C.R. 685, Sherlock v. Powell, 26 A.R. 407, and The Madras, 67 L.J.P. 53, were followed.

The plaintiffs asked leave to amend so

as to claim as upon a contract to pay as much as they were entitled to, but it was held that no such implied contract was to be inferred merely from the taking or retaining possession of the land and the building which had become part of the land; and that there was nothing more than that in this case. There was no evidence of knowledge on the defendant's part of the plantiff's departure from the plans and specifications; to make out a case either of waiver and acceptance, or the substitution of a new agreement, knowledge of the breach on the defendant's part must be shown and must be followed by or coupled with some attitude of acquiescence adopted towards and made manifest to the plaintiffs, and sufficient to warn reasonable men in concluding, either that what the plaintiffs had done was accepted as a fulfillment of the actual existing contract, or that the defendant was a consenting party to an alteration in the contract and the substitution of a new scale of payment. On these points the decisions in Munro x. Butt, 8 E. and B. 738, Sumpter v. Hedges, 67 L.J.Q.B. 545, Whitaker v. Dunn, 3 Times L. R. 602, and Forman v. The Liddesdale, 69 L.J.P. 44, 49, were followed.

The defendant had paid the plaintiffs $1,400, and this action was for a few dollars of the first payment, and for the whole of the second and third payments. As to this, the Court held that, although the defendant had at one time intimated his willingness, upon certain conditions, to make the second payment, there was no evidence thereby of waiver and acceptance, because it was not shown that the intimation was made with knowledge of the breaches of the agreement.

The Court also held, (1) that the right of the plaintiffs to call for any one of the three payments was conditional upon the work, so far as completed up to the period specified, being completed according to contract; (2) that, upon the evidence, the plaintiffs were entitled to recover for work done and goods supplied outside of the written contract, at the request, expressed or implied, of the defendant; and (3) that the defendant's counterclaim for damages, being much more than offset by the difference between the value of the building and what he had paid for it, should not be allowed; the claim for $5 a day for delay in the completion of the building was a claim for a penalty, and the plaintiffs should be relieved therefrom.

(McDonald v. Simons, 15, Western L. R., page 218.)

Transient Traders By-law—An Improper Conviction.

The defendant was convicted as agent for a company doing business in the City of V., of unlawfully soliciting or taking orders, in the City of C., for the sale by retail of certain goods, wares, or merchandise, namely, a certain newspaper, published by a company doing business outside the City of C., without having taken out a license from the corporation of C., contrary to sub-section six of section one of by-law No. 64, of the corporation of C. The by-law followed the wording of the provisions in the Municipal Clauses Act respecting transient traders, and imposed a licenes fee on all persons carrying on business within the meaning of the by-law. The penalty clause in the Act and by-law provided that "no person shall use, practise, carry on, or exercise, a trade, occupation, profession, or business described or named," &c. Evidence was given of only one sale. Judge Wilson, of the County Court of East Kootenay, held that there was not sufficient evidence upon which to convict the defendant, and that one act did not bring him within the by-law. The decision in the City of Victoria v. Belyea, 5 W. L. R. 161, 428; 13 B. C. R. 5, was distinguished from the present case. It was also held that, as there was no evidence that the alleged goods, &c., were to be supplied by a person doing business outside the municipality, the conviction could not be supported.

(Rex v. Ogle, 15, Western L. R., 325.)

YUKON TERRITORY CASES.

Master and Servant—Damages to Workman.

In an action for damages for personal injuries sustained by the plain-

tiff while working for the denfendant company in a tunnel, by the breaking of a jam, the jury found, in answer to questions: That the foreman might have explained the danger more fully to the men; that "to a certain extent," the servants of the Company, by their acts of commission or omission, had caused injury to the plaintiff; that the person who committed such act or made such omission was the foreman; that the plaintiff might have used better judgement; that the plaintiff did "to a certain extent," appreciate his danger, but not fully, under the circumstances.

The Court (Judge Macaulay) held that the answers of the jury amounted to a finding that the defendant company, throughtits foreman, omitted to explain fully to the plaintiff and his fellow-workmen the danger surrounding them in the position in which they were when the accident occurred, which a person of ordinary care and skill, in the circumstances, would have done, and that, by such omission or negligence, injury was caused to the plaintiff; and, therefore, that there was some negligence on the part of the Company, which caused injury to the plaintiff.

The evidence also showed that, when the jam in the tunnel broke, the plaintiff started to run out of the tunnel, thinking, as he said, that he "could beat it out;" and that one of his fellow-workmen jumped on the side of the sluice-box and escaped injury. Upon this evidence, it was held that the finding of the jury that "the plaintiff might have used better judgement," was not to be taken as a finding of contributory negligence, the plaintiff being placed in a perilous position in which he could not be expected to use as good judgement as in a cooler moment. Judgement was entered for the plaintiff upon the findings of the jury.

(Skoropata v. Yukon Gold Company, 15 Western L. R., page 83.)

Woodmen's Lien Ordinance—Meaning of "Holiday."

In an action by plaintiffs to enforce their liens, it appeared that claims of lien, under the Woodmen's Lien for Wages Ordinance, were filed on May 21, 1910, May 20 being the last day for effective filing under sections six and seven of the Ordinance. By section 21 of the Interpretation Ordinance, if the time limited by any ordinance for any proceeding, or the doing of anything under its provisions, expires or falls upon a holiday, the time so limited shall be extended to, and such thing may be done on the day next following. The Court (Judge Macaulay) held that May 20, being the day proclaimed by the Governor-General as a day of general mourning for King Edward VII, was not a holiday within the meaning of the Interpretation Ordinance, nor of the Dominion Interpretation Act; but, apparently, if it had been a holiday, the plaintiffs would have been entitled to maintain their liens by the filing on the twenty-first. It was also held that Rule 554, of the Judicature Ordinance, did not apply, because the reference in that Rule to "Sunday or other day on which the offices are closed," means "or other day on which the offices are legally closed." The plaintiff's actions to enforce their liens were dismissed, but the plaintiffs were awarded personal judgements for the amounts claimed, under the amending Ordinance of 1909.

(Peterson v. Drabeson and Scholt v. Drabeson, 15 Western L. R. 87.

UNITED STATES CASES.

Important Labour Law Judgement.

The largest judgement ever entered by a United States Court in favour of the Government, growing out of a prosecution for attempting to bring alien labourers into the country, in violation of law, has been reported from Tucson, Ariz., where the jury rendered a verdict for $45,000. This was $1,000, the penalty fixed by statute, for each of forty-five aliens whom it was attempted to import. The defendant in the suit was a construction company in Los Angeles.

THE

LABOUR GAZETTE

FEBRUARY, 1911.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF JANUARY, 1911.

I.—GENERAL SUMMARY.

INDUSTRIAL and trade conditions during the past month compared favourably with those of the corresponding period of 1910. There was the usual lull in the opening weeks of the year, following upon the holiday season, but the amount of general employment available was noticeably larger than in the preceding season. In connection with railway construction, the number of men employed at rock-cutting, bridge-building and the assembling of supplies was larger than in the preceding year, especially in Western Canada. Building also was active for the season. Manufacturing establishments were for the most part running full time with complete staffs, the general tendency being to curtail the period of the annual shut-down for stock-taking and repairs. The prevailing weather was cold, and transportation was interfered with in certain sections of the Northwest Provinces. The abundant snowfall and steady frost, however, had the effect of stimulating activity in the lumber woods of Eastern Canada, and rapid progress was made with the cut. Agriculturists had the advantage of good snow roads in the marketing of produce, for which prices continued on high levels. The mining industry, apart from seasonal inactivity, reported favourable conditions. Snow removal and the harvesting of the ice crop gave the usual employment to unskilled labour, and few cases of unemployment attended with privation were reported. The ice crop was being harvested under exceptionally favourable conditions, the ice being thick and of excellent quality.

Changes in Wages and Hours of Labour.

The following is a statement by industries and groups of trades, of the more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during January, 1911.

Printing and allied trades.—Printers at Halifax, N.S., obtained a new scale, from January first. Printers and stereotypers at Vancouver, B.C., also received an increase.[1]

Civic employés.—The Toronto City Council advanced the wages of various workmen in its employ by $1.50 to $3.00 per week. The class included waterworks' labourers, inspectors, engineers, firemen, oilers and tree-trimmers, numbering in all about 120. Civic employés at Niagara Falls, Ont., also received an advance.[2]

Miscellaneous.—Some fifty-five male and seventy female employés of the Somerville Paper Box Company were voluntarily granted a new hours' arrangement, involving an increase in earnings of forty cents to $1.50 per week.

[1]See reports of local correspondents.
[2]See report of Niagara Falls, Ont., correspondent

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations, or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

On the first of January amendments to the Factories' Act of the Province of Quebec went into effect, by which the hours of women and children employed in cotton and woollen factories were reduced from sixty hours to fifty-eight hours per week. In certain instances no reduction in the weekly earnings was made by the employers to the class effected.[3]

Interruptions to Industry.

Among industrial establishments, etc., destroyed by fire or through other causes during January, 1911, as reported in the press of the Dominion, the following may be mentioned.

Nova Scotia.—Pulp and saw mill at Weymouth, loss $50,000; offices of the Dominion Steel Company, at Sydney, C. B., loss $35,000; business section of Middleton, loss, $150,00; drug store at Truro, loss $20,000.

Prince Edward Island.—Woodworking steam mills at Souris, loss $8,000; lumber mill at Summerside, loss $5,000.

New Brunswick.—Tailoring establishment at Moncton, loss $6,000; warehouse at Moncton, loss $5,000; gristmill at Andover, loss $8,000; part cargo of cotton on steamer *Manchester Spinner*, loss $12,000.

Quebec.—Dry goods store at Quebec, loss $150,000; grocery store at Acton, loss $15,000; hotel at Windsor Mills, loss $22,000; business block at Lake Megantic, loss $30,000; Canadian Northern Railway Company's round house and shops at Roberval, loss $15,000; terminal station of the Quebec, Montreal & Southern Railway, at Sorel, loss $12,000; business block at St. Remi, loss $12,000; four stores in Montreal, loss $4,000.

Ontario.—Laboratory of the Inland Revenue Department, at Ottawa, loss; $10,000; business block at Ottawa, loss $25,000; ice-house partly stocked at Ottawa, loss $6,000; boot and shoe store at North Bay, loss $15,000; business section at Gowganda, loss $100,000; theatre and public library at Pembroke, loss $15,000; shirt factory at Belleville, loss $65,000; cold storage ware house at Belleville, loss $5,000; office and buildings of Ontario Steel Company at Welland, loss $2,000; steel and iron works at Hamilton, loss $35,000; ice house at Hamilton, loss $15,000; wholesale paper warehouse at Toronto, loss $16,000; fur store at Toronto, loss $18,000; hotel at Aylmer, loss $2,000; gristmill at Mount Elgin, loss $6,000; sanitarium at Guelph, loss $75,000; hotel at Parkhill, loss $10,000; business block at Bracebridge, loss $2,000; brick works at Port Credit, loss $1,000.

Manitoba.—Business block at Virden, loss $15,000; three stores at Gilbert Plains, loss $12,000; papermill at Winnipeg, loss, $10,000; business block at Winnipeg, loss $40000; grain elevators at Brandon, loss $75,000.

Saskatchewan.—Business section at Moosejaw, loss $100,000.

Alberta.—Three stores at Strathcona, loss $40,000; hotel and stores at Lethbridge, loss $85,000; business block at Ryley, loss $20,000; business section at Lacombe, loss $50,000.

British Columbia.—Furniture factory at Vancouver, loss $3,000; departmental store at Stewart, loss $12,000.

Yukon Territory.—Business block at Dawson, loss $22,000.

[3] See the *Labour Gazette* for September, 1910.

Conditions in the Industries and Trades.

Conditions of employment during January, in the several industries and groups of trades throughout Canada, as indicated by reports of correspondents to the *Labour Gazette*, and by information received at the Department of Labour from other sources, may be briefly summarized as follows:—

Agriculture.

The feeding of stock and the marketing of produce formed the chief item of agricultural employment. The weather since the new year has been generally cold, with good snow roads. These conditions, with the high prices pervading, stimulated the movement of farm products. There was little demand for labour; wages offering in Manitoba ranged from twelve to fifteen dollars per month, with board.

Several important meetings of agriculturists were held in January. The Nova Scotia Farmers' Association met at Windsor with 150 delegates present. The Eastern Ontario Dairymen's Association held an important meeting at Perth; it was stated that 933 cheese factories were in operation during the season, being 19 less than last year, though the total output of these, amounting to 97,253,407 pounds, represented an increase of 83,324 in the number of boxes produced. Similarly, the yield of cheese in western Ontario factories, as reported at the meeting of the Western Ontario Dairymen's Association held at Stratford, showed an increase of 16,525 boxes over 1909. The thirty-second meeting of the Ontario Agricultural and Experimental Union was held at Guelph and the eighth annual convention of the Manitoba Grain Growers' Association at Brandon. The United Farmers of Alberta decided at a meeting of the directors to establish a permanent office in Calgary at an early date, and to make this the headquarters of the organization.

The *Census and Statistics Monthly* gives the total area of field crops grown in Canada in 1910, as 32,711,062 acres, and the value of crops as $507,187,500,

compared with 30,065,556 acres and a value of $532,992,100 last year; with as good a harvest as last year's, this year's crop would have reached $557,723,000. in value.

The following statistics gathered by the Department of Agriculture of New Brunswick, show the crops for 1910, to have been better than last year, with the single exception of the potato crop. The yield per acre of wheat was last year 18.5 bushels per acre, this year 19; of oats last year 29·1 bushels, this year 29·7; of buckwheat last year 24·7, this year 24·6; of potatoes last year 187 bushels; this year 127; of turnips last year 511; this year 500·8. The hay crop, for which statistics are not gathered, was an unusually large one, running, it is estimated, fully twenty-five per cent. above the average crop. The number of live stock kept on farms in December, 1910, compared with December, 1909, was as follows:

	1909.	1910.
Horses	57,715	61,042
Cattle	199,481	215,829
Sheep	143,274	147,480
Swine	70,010	80,022

Following are the crops and total yields of the crops for which statistics were gathered in the two years:

	1909.		1910.	
	Acres.	Bushels.	Acres.	Bushels.
Wheat	14,447	268,079	13,988	265,848
Oats	194,815	5,682,358	196,795	5,847,877
Buckwheat	56,735	1,405,775	56,305	1,390,717
Potatoes	47,853	8,968,098	47,744	6,067,276
Turnips	6,531	3,340,862	6,310	3,160,158

Fishing.

The month was generally quiet. Some fair shipments of smelts and eels were made from the Maritime Provinces and preparations have begun for the opening of the lobster season. In British Columbia the run of herring has been very light. Preparations are being made by the Canadian North Pacific Fisheries Company for the coming season. Ten vessels will be operated this year, five of which were in use last year.

Reviewing the fishing operations in Nova Scotia for 1910, a prominent fish dealer states as follows:

"The fishing operations in Eastern Canada, so far as the production of dry and pickled fish is concerned, may be summarized as follows:

"Cape Breton and Gaspé Shore codfishery, and Lunenburg Bank fishery, twenty-five per cent. above an average; South Shore of Nova Scotia codfishery, twenty-five per cent. under the average; Bay of Fundy scale-fishery, thirty-three and one-third per cent. under the average. Mackerel and herring fishery almost a complete failure."

Prices compare about as follows:

	Dec. 1909.	Dec. 1910.
Small shore codfish	$ 5.00	$ 5.75
Large shore codfish	5.50	6.50
Bank codfish	4.75	6.00
Haddock	3.50	4.25
Hake	2.75	4.25
Pollock	3.00	4.00
Spring mackerel	11.00	13.00
No. 1 fat mackerel	18.00	20.00
No. 2 fat mackerel	15.00	18.00
No. 1 shore herring	2.75	4.00
No. 2 shore herring	2.25	3.00

The growth of the fisheries industry of the Canadian Maritime Provinces during the last forty years is shown by a return which was tabled in the Commons during January. The value of the catch by Canadian fishermen in 1909–10 was $11,887,899. In 1870, the total catch was $3,295,702. There has been less increase in the catch of cod than in any other class of fish.

To prevent the over-exploitation of the salmon fisheries of British Columbia and the consequent depletion by canneries and curing establishments, an order-in-council has been passed declaring that no boat will be allowed to engage in salmon fishing except under license from the Minister of Marine, while the number of boats which will be allowed to each cannery and curing establishment has been named. The canneries in all will be allowed 1,990 boats.

Various statements have recently appeared in the daily press respecting the results of the International Fishery Conferences held in December, in Ottawa and Washington. It is asserted that the opposition of American fishermen in Saginaw Bay, and objections raised by Lake Erie fishermen have caused delay in the promulgation of the uniform and common Fishery Regulations, submitted by President David Starr-Jordan and Professor Edward E. Prince, on May 29, 1909. The further statement has been widely published that the Commissioners have agreed that the objections raised are well-founded and have revised the regulations in order to

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of *The Gazette* as published in the present issue several trades and industries throughout the Dominion. The table has reference only to the amount of employment headings in *The Gazette*. In tabulating the information in question, the terms employed are divided into two groups, active, very active; (2) quiet and very quiet.

City and District of Correspondent.	Agricultural operations.	Fishing.	Lumbering (including sawmilling.)	Mining.	Manufacturing.	Railway construction.	Building trades.
Nova Scotia—							
1—Sydney	Active	Quiet	.....	Active	Very active	.....	Active
2—Westville	Quiet	.....	Active	Active	Active	.....	Active
3—Halifax	Quiet	Quiet	Quiet	.....	Quiet	.....	Very quiet
4—Amherst	Quiet	.....	.....	Active	Very active	.....	Active
Prince Edward Island—							
5—Charlottetown	Quiet	Active	.....	.....	Active	.....	Quiet
New Brunswick—							
6—Moncton	Active	Active	Active	Active	Active	.....	Active
7—St. John	Quiet	.....	Active	.....	.....	Active	Quiet
8—Newcastle	Quiet	Active	Active	.....	.....	.....	Quiet
Quebec—							
9—Quebec	Active	.....	Active	.....	Active	.....	Active
10—Sherbrooke	Quiet	.....	Active	Active	Very active	.....	Active
11—Three Rivers	Quiet	Quiet	Active	.....	Very active	Active	Active
12—St. Hyacinthe	Active	.....	.....	.....	Very active	.....	Quiet
13—St. Johns and Iberville	Active	.....	Active	.....	Very active	.....	Active
14—Sorel	Active	.....	.....	.....	Active	.....	Quiet
15—Maisonneuve	.....	.....	.....	.....	Very active	.....	Quiet
16—Montreal	.....	.....	.....	.....	Active	.....	Active
17—Hull	.....	.....	Active	Quiet	Active	.....	Quiet
Ontario—							
18—Ottawa	Active	.....	Active	.....	Active	.....	Active
19—Kingston	.....	.....	Active	Active	Active	.....	Active
20—Belleville	Active	Active	Active	Active	Very active	Active	Active
21—Peterborough	Active	.....	Quiet	.....	Active	.....	Quiet
22—Toronto	Quiet	.....	.....	.....	Active	.....	Active
23—Niagara Falls	Active	.....	.....	.....	Active	Active	Quiet
24—St. Catharines	Quiet	.....	.....	.....	Very active	.....	Active
25—Hamilton	.....	.....	.....	.....	Very active	Active	Quiet
26—Brantford	.....	.....	.....	.....	Very active	.....	Active
27—Guelph	Quiet	.....	.....	.....	Active	.....	Quiet
28—Berlin	.....	.....	.....	.....	Very active	.....	Active
29—Woodstock	.....	.....	.....	.....	Very active	.....	Active
30—Stratford	Quiet	.....	.....	.....	Very active	.....	Quiet
31—London	Active	.....	.....	.....	Active	.....	Very quiet
32—St. Thomas	.....	.....	.....	.....	Active	.....	Quiet
33—Chatham	Quiet	.....	.....	.....	Active	.....	Quiet
34—Windsor	Active	.....	.....	.....	Very active	.....	Active
35—Sault Ste. Marie	Quiet	.....	Active	.....	Active	.....	Quiet
36—Port Arthur & Fort William	.....	.....	Active	.....	Active	Active	Quiet
Manitoba—							
37—Winnipeg	Quiet	.....	Active	.....	Active	.....	Active
38—Brandon	Quiet	.....	.....	.....	Active	.....	Active
Saskatchewan—							
39—Regina	Quiet	.....	.....	.....	Active	Active	Quiet
40—Moose Jaw	.....	.....	.....	.....	.....	.....	Quiet
41—Saskatoon	Quiet	.....	.....	.....	Active	.....	Quiet
Alberta—							
42—Calgary	.....	.....	.....	.....	Active	Active	Active
43—Edmonton	Active	.....	.....	Very active	Active	.....	Active
44—Lethbridge	Very quiet	.....	.....	Very active	Active	.....	Quiet
British Columbia—							
45—Nelson	.....	.....	Quiet	Quiet	.....	.....	.....
46—New Westminster	.....	Quiet	.....	.....	Active	Active	Active
47—Vancouver	Active	.....	Active	.....	Active	.....	Quiet
48—Victoria	.....	.....	.....	.....	Active	Active	Quiet
49—Nanaimo	.....	Quiet	Active	Active	.....	.....	Active

CANADA DURING THE MONTH OF JANUARY, 1911.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken as to wage changes, trade disputes and kindred phenomena treated under separate the order indicating in each, the degree to which general conditions were favourable or unfavourable, as follows: (1)

	Metal, engineering and ship-building.	Wood-working.	Printing and Allied trades.	Clothing.	Food and tobacco preparation	Leather.	General transport.	Miscella-neous.	Unskilled labour.
1—	Active	Active	Active	Active	.....	.....	.....	.....	Quiet
2—	Active	.....	Active	Active	Active	Active	.....	Active	Active
3—	Quiet	.....	Active	Quiet	Active	.....	Quiet	Active	Quiet
4—	Active	Active	Active	Active	Active	Active	Active	Active	Active
5—	Active	Active	Active	Active	Active	Active	Quiet	Active	Very quiet
6—	Active	.....	Active	Active	Active	Active	Active	Active	Quiet
7—	Active	Quiet	Quiet	Active	Active	.....	Active	Active	Quiet
8—	Active	.....	.....	.....	.....	.....	Active	.....	Active
9—	Active	.....	Active	Quiet	Active	Quiet	Active	Active	Quiet
10—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
11—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
12—	Active	Active	Active	Active	Active	Active	Active	Active	Active
13—	Active	Active	Active	Active	.....	.....	Active	Active	Active
14—	Active	Active	Active	Active	Active	Active	Active	Active	Active
15—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
16—	Active	Active	Active	Active	Active	Active	Active	Active	Active
17—	Active	Active	.....	.....	.....	.....	Active'	Active	Quiet
18—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
19—	Active	Active	Active	Active	Active	Active	Active	Active	Active
20—	Active	Active	Active	Active	Active	Active	Active	Active	Active
21—	Active	Active	Active	Active	Active	.....	Active	Active	Active
22—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
23—	Active	.....	.....	Active	Active	.....	Active	Active	Quiet
24—	Active	Active	Active	Active	Active	Active	Active	Active	Active
25—	Active	Active	Active	Active	Active	Active	Active	Active	Active
26—	Very active	Active	Active	Active	Active	Active	Active	Active	Quiet
27—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
28—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
29—	Active	Active	Active	Active	.....	.....	Active	Active	Quiet
30—	Active	Active	Active	Active	Active	Active	Active	Active	Active
31—	Active	Active	Active	Active	Active	.....	Active	Active	Very quiet
32—	Active	.....	Active	Active	.....	.....	Active	Active	Quiet
33—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
34—	Active	Active	Active	Active	Active	.....	Active	Active	Active
35—	Active	Active	Active	Active	Active	.....	.....	Active	Quiet
36—	Active	Active	Active	Quiet	Active	.....	Active	.....	Quiet
37—	Active	Active	Active	.....	.....	.....	.....	.....	Quiet
38—	Active	Active	Active	Active	Quiet	.....	Active	Active	Very quiet
39—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
40—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
41—	Active	Active	Active	Active	.....	.....	Very active	Active	Very quiet
42—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
43—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
44—	Active	Active	Active	Active	Active	Active	Active	Active	Very quiet
45—	.....	.....	.....	.....	.....	.....	Active	.....	Quiet
46—	Active	Active	Active	Active	Active	.....	Active	Active	Active
47—	Active	Active	.....	Active	.....	.....	Active	Active	Quiet
48—	Active	.....	Active	.....	.....	.....	Active	Active	Quiet
49—	Active	Active	Active	.....	Active	.....	Active	Active	Quiet

meet the opposition of the fishermen.

It is now authoritatively stated that the two Commissioners have not reached any such agreement and that any such revision is precluded by the terms of the Treaty. It is out of the power of the Commissioners to change or revise the uniform Fishery Regulations laid before the two Governments, in order to make any provision or clause applicable or inapplicable to a locality on one side of the boundry line only. Article II of the Fishery Treaty (April 11, 1909) specifically requires that the fishery laws shall form "a system of uniform and common international regulations," and does not provide for exceptions or modifications applicable to the boundry waters of one country and not to the other country. Again, merely local objections from Saginaw Bay men, or any other body of fishermen, cannot over-ride Article III, of the Treaty which binds the United States and Canada to carry out the recommendations of the Fishery Commissioners. "The two Governments engage to put into operation and to enforce by legislation and executive action" the regulations, according to Article III of the Treaty. Lastly, it is out of the power of the Commissioners to formulate and recommend such changes or revisions as has been recently alleged, unless both Governments are agreed that revision is necessary. Article VI provides that either Government may after four years give notice to the other of its desire for revision; but, both Governments have power, if they agree to do so, to modify the regulations at any time by joint or concurrent action upon the recommendation of the two Commissioners. Hence, it is clear that both Commissioners must agree upon any proposed modification and must make a formal recommendation, upon which both Governments must then agree to act together and by joint or concurrent action carry out the changes. The statement, therefore, that Saginaw Bay, or any other area in the Treaty waters, can be exempt, pending amendment of the regulations by the Commission, is contradicted by the terms of the Treaty.

The Conference last month was held in accordance with an arrangement agreed upon between the two International Commissioners immediately after their appointment, that once a year in November or December a meeting should be held either in Ottawa, Washington or New York, to review the work of the preceding twelve months, to consider any representations made regarding the fisheries, and to confer generally upon any new aspects which the international fishery questions may have assumed.

On January 19th, the Honourable the Minister of Justice announced in the House of Commons the result of certain negotiations conducted between Canada and the United States at Washington earlier in January, in regard to the regulations and laws governing operation of Canadian fisheries in Atlantic waters. Fifteen objections against the laws of Canada and Newfoundland had been filed by the United States. Those referring to Canadian regulations and laws covered four points, namely:

1. The right of the Canadian Government to issue licenses to American fishermen on the treaty coasts.
2. The prohibition by Canada of purse seines.
3. The prohibition by Canada of Sunday fishing.
4. The right of officers of the British Navy or in the Canadian service to board and search American fishing vessels.

In the agreement which was formally drawn up yesterday, the objections to the first three of these points were withdrawn, while Canada waived the question of boarding and searching vessels.

In the agreement which was drawn up, the contentions of the Canadian representatives were conceded with minor concessions.

Lumbering.

Work in the woods was going forward actively in Ontario and the Eastern Provinces, being facilitated by plenty of snow and favourable weather. Low water in the Ottawa river and elsewhere hampered some of the mills, but otherwise conditions were favourable. In British Columbia the mills were generally quiet, but the tone of the market was firm.

An important incident of the month was the holding of the Dominion Forestry Convention in the Legislative Council chamber, City of Quebec, January 18 to 20. The Convention was called by the Right Honourable the Prime Minister

and was opened by His Excellency the Governor-General, the attendance being larger than at any previous convention since that held at Ottawa in 1906. The president of the Canadian Forestry Association, the Honourable Senator W. C. Edwards, occupied the chair. On the opening day a feature of the proceedings was an address by the Honourable Clifford Sifton, chairman of the Commission of Conservation, who dealt with various forestry problems and especially with the subject of forest fires. Several addresses on forestry administration followed. On the second day of the Convention, the Honourable the Minister of Agriculture, for Canada, delivered an address; this was followed by addresses on the protection of forests against fires, lumbering regulations, forestry education and injurious insects. On the third and closing day of the Convention, the principal subjects dealt with were water powers and waste land planting. Resolutions were passed, recommending that additional responsibility be placed on railway companies for forest fires caused by locomotives; approving the policy of utilizing timber cut on Crown lands; and recommending the building of additional highways and the improvment of existing roads.

According to statistics collected by the Forestry Branch of the Department of the Interior, there were 622,129 cords of pulpwood used in Canada during the year 1909. Of this the total value at the mill was $3,464,080. In spite of a decline in the price of pulpwood the value of the wood consumed increased more than $550,000 over that used in 1908, the quantity used being more than thirty per cent. in advance of that used in the preivous years.

There are some sixty pulp mills in the Dominion, and of these reports were received from fifty. Half of these mills are in Quebec, one-fifth in Ontario, and the rest are located in New Brunswick, Nova Scotia and British Columbia. The Province of Quebec furnished over half the pulpwood, Ontario gave one-third, while the rest was obtained from New Brunswick, Nova Scotia and British Columbia.

Mining.

Conditions show little change as compared with those of the previous month. On the whole there was steady employment in the Nova Scotia collieries, the outlook being for larger outputs in 1911 than last year. Winter dullness prevailed in the asbestos, nickel, feldspar and other mines of Ontario and Quebec, but the copper, silver, nickel and other mines were in active operation. There was a heavy output from the Alberta collieries, though the severe winter, resulting in interruption of traffic, somewhat curtailed operations in certain districts of the province and in the Crows' Nest Pass district. The metalliferous camps were on the whole active. Very active employment was the rule in the Vancouver Island collieries.

A preliminary review and estimate of the mineral production of British Columbia during the year 1910, has been issued by the Provnicial Mineralogist. The estimated value of the 1910 mineral production in the province is $26,183,505. If the revised returns prove this estimate to be approximately correct, as is believed they will do, the total for the year will be the highest yet recorded in the history of mining in British Columbia, it will compare favourably with that for 1907, which, at $25,882,560, has been the largest yearly total on record. The estimates of production are as follows:

		Quantity.	Value.
Gold, placer		.....	$ 482,000
Gold, lode	oz.	251,500	5,198,505
Total gold		.....	$5,680,505
Silver	oz.	2,500,000	1,282,500
Lead	lb.	37,000,000	1,480,000
Copper	lb.	39,000,000	4,972,500
Zinc	lb.	4,000,000	184,000
Total, metals		.....	$13,599,505
Coal	tons	2,800,000	9,800,000
Coke	tons	214,000	1,284,000
Building materials		.....	1,500,000
Total value of production			$26,183,505

The annual report of the British Columbia Copper Company showed that, notwithstanding dullness in the copper market and six weeks' suspension of operations, net earnings were approximately $275,000, compared with $236,000 in the preceding twelve months. Cost

of production estimated at 9·624 cents a pound, was the lowest yet recorded and compares with 9·829 cents in the preceding year, and 9·996 cents two years ago. The output totalled 6,009,780 pounds of copper, against 6,325,000 pounds in1909. The Company has pursued a progressive policy during the year, both by increasing its smelter capacity and in the development and acquiring of new properties. At the present time three furnaces are in operation.

The report of the Commission appointed by the Government of the Province of Quebec, to investigate and report on the mineral wealth of the Chibougamou district, was presented to the legislature in January. While private prospecting is advised, the Commissioners report that they failed to discover mineral deposits of sufficient merit to justify the spending of public money in the building of a railway, as proposed, from Lake St. John to Chibougamou.

The mineral production of Nova Scotia during the last year showed a substantial increase compared with that of the previous year. There was a total increase of 300,000 tons in coal production. Iron ore to the extent of 700,000 tons was imported and manufactured into 412,000 tons of steel ingots and 350,000 tons of pig iron. Gold and gypsum production increased.

The jury in the coroner's inquest into the cause of the deaths of thirty-one men in the Bellevue mine on December 9, arrived at the following verdict in January:

That the men came to their deaths by carbon monoxide poisoning, and one by a combination of carbon monoxide poisoning and fractured skull. The said carbon monoxide and fractured skull being caused by a percussion of air caused by a cave of rock over chutes No. 76 to 78.

The jury respectfully submit the following riders to their verdict:—

1. That more mine inspectors be appointed;
2. That a Draeger apparatus station be provided in this district.
3. That telephones be installed under the supervision of the Chief Inspector of Mines, where practicable, in the underground workings of coal mines.
4. That a thorough investigation be made of means of preventing the loss of life by caves in coal mines.
5. We consider that negligence is in evidence on the part of both operators and miners in the carrying out of the provisions of the Coal Mines Act, and we would most strongly recommend a stricter adherence to the intent of this Act.

Manufacturing.

Manufacturing establishments were more active than at the corresponding period last year. Reports from several centres are to the effect that the annual cessation of operations for stocktaking purposes is being curtailed and that staffs are larger than for some time previously.

Railway Construction.

Unusual activity for the time of year was reported in connection with various large contracts now standing for the construction of railway lines. The number of men employed on rock-cutting and bridge building in connection with the National Transcontinental Railway line in Western Canada was exceptionally large. The abundant snowfall afforded good facilities for the transportation of supplies in the more remote districts.

Estimates of the amount of railway construction completed in 1910 show an exceptionally large amount of work completed. In Western Canada 1330 miles of new grades were finished; in Saskatchewan alone it is estimated that 500 miles of steel were laid. The outlook is that equal and even greater activity will prevail in 1911.

General Transport.

The railway companies reported a fair volume of traffic. Earnings comparing favourably with last year. Up to the close of January, no general interference with traffic had occurred through weather conditions, except in the Northwest Provinces where some delays were reported, with the result that grain shipments showed a falling off. Street railway systems were also operated under favourable conditions. Winter port business at St. John and Halifax has been heavy.

The annual statement of the Niagara Navigation Company shows total earnings of $124,703, the largest in the history of the Company.

The gross earnings of the Quebec Cen-

tral Railway Company during its last year amounted to $1,105,867 and expenses to $759,556.

The revenue of the Montreal Harbour Commissioner was $104,233 compared with $250,883 in 1909.

The following statement, prepared by F. E. Gibbs, Grain Inspector, Fort William, Ont., shows the bushels of grain shipped from the different elevators at Fort William and Port Arthur of the 1910 crop, from September 1 to close of navigation, December 6, 1910, with ports of destination. The last two figures in each column after the period, represent pounds.

	Screenings.	Wheat.	Oats.	Barley.	Flax.
Canadian Ports:					
Collingwood		603,241.10			
Depot Harbour		460,000.00	317,465.10		
Hamilton		50,896.00			
Kingston		4,104,913.40	890,545.33	128,281.41	27,473.51
Montreal		2,190,912.20	1,385,949.05	95,108.26	94,588.05
Midland		436,954.00	50,169.13		
Meaford		380,000.00			
Owen Sound		677,976.20	967,846.00	25,000.00	
Prescott		27,878.20			10,443.32
Port Colborne		2,027,864.50			
Point Edward		1,293,702.00	512,958.20	44,001.08	63,091.13
Port Stanley		99,693.20	30,360.00		
Quebec			87,190.23		
Tiffin		5,782,040.20	359,916.17	359,916.17	
Thorold		229,339.20			
Victoria Harbour		906,957.50	244,878.06	244,878.06	
Walkerville		232,811.50			
	1,145.40	22,607,610.00	5,334,673.23	406,802.37	302,421.44
Foreign Ports:					
Buffalo		13,374,667.30	249,324.28	455,667.47	1,744,686.33
Cleveland					80,000.00
Chicago	510,580.20				6,662.48
Duluth	75,883.30				
Erie		251,885.00			
Port Huron		612,595.40			22,835.32
	587,559.10	36,846,758.10	5,743,998.17	862,470.36	2,076,606.45
Canadian Vessels	284,967.40	23,371,662.20	5,438,492.30	406,802.37	235,257.20
Foreign Vessels	302,591.30	13,475,095.50	325,505.21	455,667.47	1,751,349.25
1910	587,559.10	36,846,758.10	5,763,998.17	862,470.36	2,076,606.45
1909	830,639.50	42,639,355.50	9,520,550.17	1,847,576.10	2,016,130.15

The following commerce passed through the Sault Ste. Marie Canals for the season 1910:

Articles.			Canadian Canal.	U. S. Canal.	Total.
Copper	Eastbound	Net tons.	26,632	121,438	148,070
Grain	"	Bushels	24,300,195	14,943,137	39,243,332
Building stone	"	Net tons.	300	9,335	9,635
Flour	"	Barrels.	2,178,933	4,856,746	7,575,679
Iron ore	"	Net tons.	28,525,024	13,075,362	41,600,386
Pig iron	"	Net tons	8,650	40,340	48,990
Lumber	"	M. ft. B. M.	44,494	558,607	603,101
Silver ore	"	Net tons.	.....	.....	.....
Wheat	"	Bushels.	68,754,925	17,505,949	86,259,974
General merchandise	"	Net tons.	76,950	96,337	173,287
Passengers	"	Number.	13,410	18,857	32,267
Coal, hard	Westbound	Net tons	549,311	1,109,533	1,658,844
Coal, soft	"	Net tons.	3,535,811	8,319,072	11,854,883
Flour	"	Barrels.	1,100	10	1,110
Grain	"	Bushels.	.....	2,153	2,153
Manufactured iron	"	Net tons.	169,068	226,611	395,679
Iron ore	"	Net tons	3,248	.....	3,248
Salt	"	Barrels.	138,419	390,191	528,610
General merchandise	"	Net tons.	627,053	611,209	1,238,262
Passengers	"	Number.	19,987	14,679	34,666
Vessel passages		Number.	7,972	12,927	20,899
Registered tonnage		Net.	23,349,137	26,506,986	49,856,123
Freight —Eastbound		Net tons	31,531,036	15,602,673	47,133,709
" —Westbound		"	4,904,521	10,324,988	15,229,509
Total freight		"	36,435,557	25,927,661	62,363,218

A draft of proposed regulations for the inspecting, testing and washing of locomotives' boilers was submitted by the Board of Railway Commissioners to the various railway companies during January.

The Trades.

Building.—Conditions were for the most part unchanged from December, the amount of outdoor work in progress being small. Work on indoor finishing was exceptionally active in nearly all the cities, while the outlook is for an active resumption of outside operations on the opening of spring.

Metal and woodworking.—These trades had a good month, industrial establishments being exceptionally well employed.

Printing.—The light trades were generally well employed.

Clothing.—Journeymen tailors were somewhat quiet. Garment working establishments had, however, a fairly good month.

Textile.—Both cotton and woollen mills were producing steadily.

Leather.—(Tanners and curriers).—The boot and shoe trade was fairly active. Hide prices continued strong, but rubber was downward.

Food and tobacco preparation.—Bakers and confectioners had an active month, while cigar and tobacco workers were well employed.

Skilled labour.—The supply of this class was in excess of the demand at many points. Snow removal and ice-cutting gave employment to the usual number, weather conditions being favourable to the harvesting of an abundant supply of ice of good quality.

Canadian Trade and Revenue.

Foreign trade.—During December, 1910, the total value of imports entered for consumption in the Dominion of Canada, was $35,499,188, compared with $31,687,924 in December, 1909. For the first nine months of the present fiscal year ending December 31, 1910, the total value of imports entered for consumption was $339,817,563, compared with $271,796,355 in the corresponding period of the last fiscal year. The total value of domestic exports during December, 1910, amounted to $28,125,138 compared with

$38,066,086 in December, 1909. The total value of domestic exports during the nine months ending December 31, 1910, was $221,764,869, as against $221,116,813 in the corresponding months of last year. During December, 1910, there were increases in exports of the mine, the fisheries, the forest and manufactures and decreases in exports of animals and their produce and agriculture. The grand total of Canadian trade for December, 1910, was $65,541,876, compared with $72,527,465 in December, 1909, and for the nine months ending December 31, 1910, $577,999,628, as against $512,486,678 in the corresponding months of 1909.

Imperial trade.—According to reports received by commercial agents of the Department of Trade and Commerce of Canada, trade conditions in the various British Dominions were favourable. A growth in Canadian exports of flour to South Africa and openings for Canadian vehicles of various kinds in Australasia.

Domestic trade.—With the advance of winter, trade development has been of an encouraging character. Dry goods orders were fair, with manufacturers of underwear and prints somewhat behind in deliveries. Though January is usually a quiet month in groceries, trade has been fair since the new year. Some large orders for heavy metals were placed.

According to *Dun's Review*, commercial suspensions in the Dominion of Canada during the year 1910 were 1262 in number, with liabilities amounting to $14,514,650, and compare with 1,442 for $12,982,800 the previous year and 1,640 for $14,931,790 in 1908. Analysis will show, however, several encouraging features, the most notable of which is the pronounced decrease in the number of defaults, compared with both 1909 and every year back to 1894, with the exception of 1906, 1904, 1903 and 1902. "It is also to be recognized that with the remarkable increase in mercantile and manufacturing activity throughout the Dominion, the amount of defaulted indebtedness would naturally expand, but the increase during the past year is entirely due to the unusual number of large failures, which abnormally distort the total. The elimination of these, therefore, transforms the statement into one that is exceptionally encouraging."

Further annual statements of Canadian chartered banks show satisfactory returns for 1910. The Bank of Hamilton increased its capital stock to $1,800,000 and the reserve to $500,000. The number of employés of the bank was increased by eighty-seven during the year. The first annual statement of the Bank of Vancouver showed that a favourable beginning had been made by the bank, net profits for four months being $4,943,-000. The Traders' Bank reported an increase of over $6,000,000 in deposits and $65,000 in profits. Eleven new offices were opened by the bank during the past year. The Metropolitan Bank increased its deposits by twenty-one per cent. and its pofits by over $16,000. Earnings of twenty-two per cent. on the paid up capital were reported by the Bank of Nova Scotia, while the Bank of New Brunswick added $25,000 to the reserve fund and opened three new branches. The Bank of Commerce increased its deposits $6,500,000. The Royal Bank acquired thirty-five new branches through the purchase of the Union Bank of Halifax and opened twenty other new offices. The Bank of Hochelaga reported substantial increases in earnings and assets. A growth of business was reported to the shareholders of the Provincial Bank of Canada; four new offices having been opened. Three bank clearing houses were established in 1910, namely at Brandon, Saskatoon and Lethbridge; with two established in January, at Moose Jaw and Brantford, respectively, bringing the total number of clearing houses in Canada to nineteen.

Canadian Revenue.—The month of December added $9,790,387 to the Dominion's revenue and brought the total for three-quarters of the fiscal year 1910–11 up to $85,665,833. Of the month's revenue over $9,000,000 was absorbed in expenditure, $5,355,286 being on current account and $3,680,305 upon capital account. Of this latter amount, the National Transcontinental apparently absorbed just over $3,200,000, while the

balance is accounted for by railway subsidies of $321,978 and bounties of $143,343. The nine-months apparent surplus of revenue over current expenditure reaches the high level of $32,671,750.

Notes.

The third session of the twelfth legislature of Ontario was opened January 24. In the speech from the Throne, provision for technical and industrial education and extension of the system of agricultural instruction was foreshadowed.

It was announced that the Government of Quebec would open free employment bureaus in Montreal and Quebec. Mr. Felix Marois, inspector of industrial establishments and public buildings, was later appointed superintendent of the bureau opened in the city of Quebec, and Mr. Louis Payette, superintendent of the bureau at Montreal. Other bureaus will be opened later, as circumstances may require.

An investigation was being made during January by Mr. Justice Barron into the complaints registered by recent employés of the Grand Trunk Railway System, who have not been taken back to work since the strike of trainmen during the past summer. The inquiry was conducted in western Ontario during the month and will be continued at Toronto and other points in February.

The thirteenth annual report of the Montreal Builders' Exchange stated that the official valuation of building operations in greater Montreal during 1910 was $21,443,861 as compared with $19,643,193 in 1909. The report discussed at some length the question of land valuation and the prevention of fires. The views of the Exchange are also stated with regard to the Eight-Hour Day Bill and the raising of the limit of the indemnity for workingmen's compensation.

A delegation representing the Quebec Executive of the Trades and Labour Congress waited upon the Prime Minister of that Province during January for the purpose of asking certain amendments to the labour laws. The proposed amendments dealt with workmen's compensation, the price of school books, the improvement of sanitary conditions in factories, Sunday labour, the regulation of laundries, the performance of tailoring work at home. A delegation from the Ontario Executive of the Congress also waited upon the Premier of the Province and suggested legislature raising the age limit for factory children to sixteen years; providing better heating for foundries; providing for the inspection of clothing, and other matters.[1]

The Manitoba Technical Commission held its first working session on January 11, the Honourable G. R. Caldwell, Minister of Education, presiding. At the initial session, the Mayor of Winnipeg, the Industrial Commissioner of that city, and others, gave evidence. Subsequently the evidence of the Builders' Exchange and representatives of female workers was taken. The inquiry was prosecuted later at Brandon and other points.

The second session of the twelfth legislature of British Columbia was opened on January 12. It was stated in the speech from the Throne that the questions of jurisdiction between the Province and the Dominion relating to fisheries, have been settled upon and are now before the Supreme Court. Reference was made to the abundant harvest of last year, the improvement in the mining industry and the marked activity in railway construction.

The first western interprovincial convention of Bricklayers and Masons was held in Calgary. Delegates were present from the three provinces of Manitoba, Saskatchewan and Alberta. A general discussion of the financial aspect of the conference and certain provisions of the constitution was held.

A delegation from the British Columbia Executive of the Trades and Labour Congress of Canada waited on the Provincial Government and presented a memorial, containing the following requests:

1. A weekly payment in cash, and where an employé leaves employment or

[1] See also report of Toronto, Ont., correspondent.

is discharged, wages then due to be paid within twenty-four (24) hours.

2. Every laundry open to public patronage to be brought under the working of the Factories' Act.

3. Abolition of property qualifications for holding public office, and of election deposit and revenue tax.

4. Pensioning of all workers permanently disabled in the industries of the province.

5. The careful selection of coroners' jurymen.

6. An eight-hour law on all Government construction work.

7. A legal work day of eight hours for all men employed in and around smelters, stamp mills, concentrators and rock crushers operating in the province.

II.—REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of labour during January compared very favourably with that of January, 1910. With the exception of an occasional idle day at a few of the collieries, the larger industries were active. The steel industry was active, and the plants at Sydney and Sydney Mines were operated continuously throughout the month.

The tramways, railways, wood factories, foundries and other workshops were busy, and very optimistic opinions are expressed of the business outlook for 1911.

The output of the Dominion Collieries for January was 300,000 tons. A large part of this output was placed in the coal heaps at the collieries, and at the Sydney Steel works. The banking of coal at the steel plant is the result of the amalgamation of the coal and steel companies, and tends to give steady employment to the employés at the collieries through the larger outputs produced during the winter months. The output of the Dominion Collieries for 1910 was 3,527,000 tons, against 2,735,000 tons in 1909. With the opening of new collieries and the acquisition of the Cumberland Railway & Coal Company's areas, the outputs for 1911 will be large.

The Nova Scotia Steel & Coal Company had a very good year during 1910, but on the third of January a gas explosion occurred in No. 3 colliery, causing the death of eight men. It deranged the ventilation of the colliery, and laid it idle until near the end of the month. The stoppings, which were thrown down by the force of the explosion, were all rebuilt and other necessary repairs made during the three weeks the mine was idle. The Company increased its coal output over 1909 by 100,000 tons, and expect to reach the million mark during the present year.

The steel department at Sydney Mines was active, and fairly large outputs were produced. Since the repairs and the relining of the blast furnace last June, the iron and steel outputs have almost doubled.

The Dominion Steel Works at Sydney were active, and except for the temporary stopping of the Bessemer converter to gain a greater supply of gas for completing the new coke ovens lately put into operation, all departments were well employed. Shortage in the coal supply has been the one drawback during the last few months, but this has been overcome by the addition of thirty coke ovens of an improved type. To this number will be added ninety new ovens, which with the others now in operation, will give a full supply of coke. The other additions and extensions to the plant, such as the turbo-electric power house, the open hearth furnaces, the new blast furnace, while not progressing as rapidly as was expected, are nevertheless assuming large proportions daily, and will in due time add to the product of the plant.

The past year was a very busy one. The outputs were large in every depart-

ment, and no serious accident occurred to hinder the operations or to cause great financial loss. The outlook for the present year is said to be very good.

Shaw & Mason, Limited, manufacturers of Colonial Anti-friction Metals, corrugated steel products, stoves, &c., having doubled their business during 1910, intend enlarging the capacity of the foundry and metal departments, besides erecting two buildings near the Intercolonial Railway for better transportation facilities. They are the second largest employers of labour in Sydney, and before the close of 1911 they expect to have doubled the number of men now employed.

Both the Cape Breton Electric Company and the Sydney & Glace Bay Railway Company had a successful year in 1910. The receipts were in excess of former years. The lighting business, owing to the rapid growth of the districts served, was greater.

Many improvements are contemplated for the present year, one of which is the tramway extension to the New Waterford district.

The building trades are quiet, but the factories are running as usual, and building contractors say that the prospects for 1911 are even better than those of the past year, which was considered a very good year.

The wholesale and retail trades were active during January. Owing to a reduction in wages for the winter season some of the workmen of the North Atlantic Collieries ceased work and remained idle for some time. An application was made to the Labour Department for a Board of Conciliation, after which the men returned to work. There was no other labour unrest.

Fishing and agriculture were quiet. Most branches of the building trades were quiet, but other skilled trades were active, with unskilled labour well employed.

WESTVILLE, N.S., AND DISTRICT.

Mr. T. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The year 1910 closed with the general condition of labour buoyant. Shipments of coal from the various collieries throughout the district were about 50,000 tons, being an increase of about 12,000 tons over December, 1909. Total shipments for the year ending December, 1910, for this district were 525,605 tons, being a decrease of 1,744 tons. The increase in shipments for the whole province is nearly 950,000 tons over shipments in 1909.

The outlook at present for a continuation of steady employment is bright in the district. The oustide trades at this time of the year are, of course, quiet. The lumbering industry, owing to the meagre amount of snow that has fallen up to the present, has been greatly retarded, diminishing the cut for the season.

By the cessation of outside work for the winter months the demand for unskilled labour on inside industries has been fairly well supplied

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—A number of camps have broken up, owing to the unsatisfactory condition of the weather.

Manufacturing.—The several industries throughout the district are at present briskly employed, some having made good returns for last year's work, with good prospects for the year which is now entered upon.

Mining.—This industry is very well employed in this district, most of the collieries working full time, with average outputs. The coke ovens are fully employed, and the fire-clay mine and brick works are again in operation.

CONDITION OF PARTICULAR TRADES.

The skilled trades were generally well employed, with the supply of unskilled labour in excess of the demand.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was no marked activity in the general condition of the labour market

during the past month; in fact there was a lull, compared with the previous month.

The most important event in the labour market during the past month was a new scale of wages secured by the printers. The new scale is as follows:—

Hand compositors, $14 per week and a contract for two years.
Machine, $16 per day; night, $18.
Overtime, one and one-third for three hours; after three bours, double price.
Piece work, (only one paper affected), 37 cents per thousand.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—During the month the school inspectors of the province held a session in Halifax, when they were waited upon by a deputation representing the provincial farmers, who urged upon them the imparting of agricultural knowledge in the schools. They also waited upon the Provincial Government with a similar request.

Fishing.—Local fishing has been dull. The feature of the month has been the mporting from Alaska of two car loads of halibut. The fish arrived in good condition, and is said to be of good quality. Parties in Halifax are considering the fitting up of a fleet of some twenty vessels for the fishing industry, with the possible construction of two or three steel-built craft, at New Glasgow or Halifax. They also contemplate the construction of two bait-freezers, one in Newfoundland, the other in Cape Breton. They also intend handling lobsters on a arge scale. The fish will be exported to the best markets, and if the intention of the promoters is realized it will mean much business for Halifax.

Manufacturing was quiet.

CONDITION OF PARTICULAR TRADES.

Bricklayers, painters, masons, carpenters, joiners, plumbers, stonecutters, builders' labourers were dull. Steam fitters and electrical workers were fairly active. Horse shoers were active, as were car builders. Printers, pressmen, bookbinders were fairly active, but tailors were dull, and boot and shoe workers quiet. Bakers were busy, but confectioners were dull. Barbers were fairly active. Delivery employés, hotel, restaurant employés and laundry employés had average employment. Transport employés, railway men, freight handlers and longshoremen were fairly active. Street railway employés were busy. Unskilled labour was dull.

AMHERST, N.S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Considering the season of the year, labour has been exceptionally well employed. The many industries have been steadily at work. The car shops have been turning out from ten to twelve cars a day. The Amherst Boot & Shoe Company and the Malleable Iron Company have been increasing their staffs. There have been no new industries started during the month, with the exception of a woodworking and furniture company, known as the Crawshaw Manufacturing Company. For the present it will only employ a limited number of hands. Banks report payments better than for some years, and there has been a marked increase in the freight and custom receipts. Whoelsale and retail men report business better than for the corresponding month last year. There has been no material change in wage schedules. Outside of Springhill, there has been no disturbance or unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The price of farm products continued high with the exception of hay. The crop of the latter was so large that it is hard to find a market. The price is also low.

Fishing.—Large quantities of smelts are being caught and sent to the American market.

Lumbering.—Until the twenty-eighth there was no snow in the section of the province, which seriously hampered the lumbermen in their operations. There are the usual number of men in the woods and the cut will be well up to the average.

Manufacturing has been very active. All the industries have been working steadily and the usual complement of men have been employed. The local market will supply all the help needed until the spring months.

Mines.—The Chignecto mines, which are operated by the Maritime Coal & Railway Company, have resumed work this month, after being shut down since last September. The Company, in the meantime, was able to supply the market from its main mine at the Joggin mines. At Springhill, conditions remain the same. The Kimberley mine reports steady work, with a growing output.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were out of employment. Carpenters and joiners were doing small jobs work. Plumbers were fairly busy; stonecutters out of work. Iron moulders were well employed; iron workers and helpers active; machinists and engineers fairly busy; electrical workers and boilermakers busy. Woodworkers were busy, carriage makers well employed; car workers very busy; pattern makers fairly busy. Printers were well employed. Journeymen tailors report business brisk. Garment makers were well employed. Boot and shoe workers had steady work. Bakers report work steady. Trunk and bag makers were busy. Barbers were well employed. Clerks and stenographers were busy. Laundry workers were very active. Teamsters and expressmen were busy. Unskilled workers were well employed for this season of the year.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of labour during the month of January differed very little from that of December. As is usual at this season the supply of labour was in excess of the demand. Owing to severe weather prevailing during half of the month, outside building operations were very limited. The remodelling of the Royal Bank of Canada was the principal work under way in this city. The winter steamers kept up regular communication and shipments from the province were taken over as usual. Owing to cold weather, trade in the city for two weeks was quite dull, although several clearance sales tended to enliven the situation somewhat.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Operations on the farm were confined mainly to feeding stock, and in certain sections getting out mussel-mud, which is used as a fertilizer in some parts of the Island. The good ice on the rivers and harbours assisted the work.

Fishing.—Considerable quantities of frozen smelts and eels were shipped to the American market. Preparations were made for the opening up of the lobster season in the spring.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons had a dull month. Carpenters and joiners were active. Painters, plasterers, paperhangers and decorators were active. Plumbers were busy. Gas and steam fitters and stonecutters were active. Builders' labourers had a dull month. Iron moulders, workers and helpers, machinists and engineers and sheet metal workers were active. Bicycle workers had a dull month. Woodworkers, carriage and wagon makers and car builders were active. Printers, pressmen and bookbinders were active. Journeymen tailors, garment workers and boot and shoe workers were active. Bakers, confectioners, butchers, and tobacco workers were active. Tanners and curriers were active. Barbers, clerks and stenographers were busy. Railway conductors, electrical engineers and firemen, railway telegraphers, trainmen, switchmen, freight handlers were active. Steamboat men and steamboat firemen were laid off for the season except those employed on the winter steamers. The longshoremen in connection with the winter steamers were active. Teamsters and expressmen were active. This was a dull month for unskilled labour.

MONCTON, N. B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

January conditions differed but little from those prevailing last month and were somewhat below the standard of January, 1909. The unwonted absence of snow has embarrassed the operations of farmers and lumbermen, and as a result commercial interests have suffered, and the opportunities of employment were lessened. Supply exceeded demand, but as fully four-fifths of the labouring population here have permanent employment in either the railway works or in the various local manufactories there is really but a small percentage of unemployed to be found here. The open weather has been favourable to builders and some half dozen cottages are under construction. The outlook for building during the coming season is good. The Dominion Cotton Factory, the Humphrey Woollen Mills, and the Record Foundry and Machine Company are all operating steadily. The Lea Woodworking Company and the Abram's Machine Shop are also active with much work ahead. The Directors of The New Brunswick Wire Fence Company announce their sales for the year ending November 30, as $90,000, being an increase over 1909 of $10,000, and declared a dividend of eight per cent. for stockholders. The expansion of business has occurred, particularly among the farmers. The Customs' returns for December show imports $55,046, and duty $4,134 as compared with imports $54,143 and duty, $4,219 in December, 1909. The record of business failures in the Province of New Brunswick in 1910 was considerably in excess of that of 1909. In 1909, the number of failures was seventy-two, nominal assets $213,001; liabilities, $451,725, while in 1910 the number of failures was eighty-six, assets, $1,271,665, and liabilities, $1,972,665. Locally the failures have been few.

Wholesale trade is reported active and of good character while retail trade is fair. Real estate is quiet, and rents steady, with a considerable choice offering.

A Board of Conciliation has been named to pass upon the claims of the Intercolonial Railway Telegraphers and Station Agents for an increase of pay and changes in conditions of employment. Upwards of 480 men are affected. The Intercolonial Railway Board of Management has decided to grant engineers and firemen an increase of seven and one-half per cent. to date from January first.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The month has been a very quiet one among farmers, the absence of snow roads limiting the work to caring for stock and cutting firewood. Produce quotations are about the same as last month. The demand for hay, of which there are large quantities in the country, is light. The cheese and butter factory at Havelock, owned and operated a number of years co-operatively by the farmers has recently been purchased by an individual.

Fishing.—Fair catches of smelt are reported from different sections along the shore.

Lumbering.—Lumbering interests have been seriously handicapped by the want of snow, particularly in Albert County, where operators have been forced to reduce crews and limit operations.

Mining.—The Government Factory Inspector investigating into the accident at Hillsboro Quarries, December 16th last, whereby three men were crushed to death finds that no blame was attached to the Company as all the machinery was well guarded and every possible precaution taken for the protection of the lives and limbs of the quarrymen.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, painters and decorators were quiet; plumbers steady; stonecutters quiet and builders' labourers in small demand. Iron moulders, workers and helpers were steady. Machinists and engineers active; stove

mounters, blacksmiths, boilermakers and horseshoers busy. Woodworkers, upholsterers, polishers and car builders were active. Printers, pressmen and bookbinders were busy. Journeymen tailors and garment workers were active and in fair demand. Bakers and butchers were active, and ice cutters busy. Leather workers were busy. Barbers, clerks and stenographers had steady work. Hotel and theatre employés were busy, and laundry workers active. Train crews were active and in good demand, owing to special work occasioned by the healthy state of freight and passenger traffic. Telegraphers were steady, also switchmen and trackmen. Freight handlers, carters, teamsters and expressmen were busy. Unskilled labour reported quiet conditions and little demand. The remarkable dearth of snow thus far has kept closed a very important field of labour which ordinarily at this season furnished much employment for this grade of labour. Very little destitution, however, was reported.

DISTRICT NOTES.

Hillsboro.—The contract for erecting the Baptist Church here to replace the one destroyed by fire June 13, 1910, has been awarded Messrs. Peck & Stuves, for $15,575, work to begin at once.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continues brisk, but the building trades remain inactive, especially in out-of-door work. Many improvements are being made in the St. John Street Railway power house. A large new turbine engine has recently been installed. Several of the older engines are being removed. These improvements are being made to furnish additional power for the intended extension of street railway. The Goodyear Tire & Rubber Company has secured a lease of premises now occupied by Doherty & Foster, merchant tailors, and will occupy the first and second floors after May 1. The Union Bank of Canada opened for business January 16, in new offices.

On January 28, Mr. Justice White appointed Henry F. Puddington provisional liquidator of De Witt Brothers, Limited. The harbour revenues for top and side wharfage, harbour fees and anchorage dues show that 1910 was the best in the city's history, beating 1909 by $8,186.10. The total revenues for 1909 were $84,649.65, and for 1910 $92,835.75. On January 18, the Cushing Box Factory Company's lands, mills, machinery, &c., in the Parish of Lancaster were sold at auction, and were purchased by Albert J. Gregory, solicitor, for $12,000. The building was insured for $1,500. The machinery is owned by W. J. Greedy & Company, of Toronto. The annual report of the building inspector shows that 164 permits were issued during the year for building work of an estimated cost of $524,475. The number of permits issued was twenty-eight in excess of 1909, and the cost of work done exceeded 1909 by $148,275. Much building work is planned for next season, among which may be mentioned the sugar refinery, a paper mill, armory, theatre, new car barns for the Street Railway Company, besides the remodelling of several properties. The annual sale of the harbour fisheries' rights took place January 3. The sale realized $24.65 more than 1910, and the highest price since 1907. The following table may be of interest:

1898	$3,713.05
1899	3,478.05
1900	4,411.30
1901	5,593.20
1902	4,692.85
1903	2,411.60
1904	3,851.05
1905	5,191.05
1906	6,058.95
1907	6,187.00
1908	4,146.10
1909	1,516.35
1910	5,180.30
1911	5,204.95

Up to January 27, there were filed at the Custom House cargoes for forty steamships, which took away Canadian goods valued at $5,368,589, and foreign

goods valued at $2,689,114, making a total of $8,057,693. The wheat shipments by the above steamers total 2,293,693 bushels.

The annual statement of the exports from the port of St. John to United States ports for the year ended December 31, 1910, shows a decrease of more than a million dollars from 1909. The reason for the decline is the poor lumber market last year.

Bank clearings for the four weeks ending January 26, were $5,995,316, and for the corresponding period last year $6,248,082, being $252,766 less in 1911 than in 1910, and $213,530 less than during the four weeks ending December 22, 1910. The St. John bank clearings for the year 1910 show an increase of more than $5,000,000. The following statement will show the increase for the last five years.

1906	$60,024,765
1907	66,150,414
1908	66,435,636
1909	72,606,269
1910	77,843,546
This year's increase over 1909 is	5,237,277
Increase in five years is	17,818,781
Increase in ten years is	44,911,546

The deposits at the Savings Bank during December were $45,034.12, and the withdrawals $64,063.65.

The Inland Revenue Department receipts for the month of December show a decrease of $881.51 as compared with the same month last year, and a decrease of $8,844.03 for the calendar year ending December 31, 1910, as compared with 1909.

The custom receipts for the month of December were the largest of any month in the history of the customs, with the exception of the month of April last. The receipts show an increase of $3,794.49 over the same period of last year.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The lumber shipments from New Brunswick during the year 1909, were: 327,519,421 feet of deals, &c., in 334 vessels of 847,845 tons, as will be seen by the following table:

Year.	No. of Vessels.	Tons.	Deals, Etc. Supt. Ft.
1907	312	722,157	355,053,363
1908	296	720,804	306,445,056
1909	339	822,272	325,213,639
1910	334	847,845	327,519,421

Railway construction.—During the month of December, very little work was done on the New Brunswick division of the National Transcontinental Railway. There was no expenditure at all on Contract No. 1, but on Contract No. 2 some ballasting which was done helped to swell the totals. There are only about six miles of track to be laid on the whole division, and this will be accomplished soon after work is resumed in the spring. The estimates for December were as follows:

Contract No. 2	$12,746.86
Contract No. 3	3,292.54
Contract No. 4	8,722.25
Contract No. 5	5,887.57
Contract No. 6	447.21
Total	$31,096.43

The total expenditure to date in this province is $11,180,063.27.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, dull. Carpenters and joiners, dull. Painters and decorators, active. Plumbers, gas and steam fitters, busy. Stone cutters, dull. Builders' labourers, dull. Iron moulders, active. Iron workers and helpers, active. Machinists and engineers, active. Steam engineers, active. Electrical workers and linemen, busy. Blacksmiths, active. Boiler makers, active. Sheet metal workers, busy. Horseshoers, active. Woodworkers, active. Shingle weavers, very dull. The building trades, shingle weavers and unskilled labourers were dull. Other trades were on the whole active to busy.

DISTRICT NOTES.

Andover.—The grist mill owned by the Perth Milling Company was destroyed by fire on the 22nd of January. The loss was adjusted at $7,000.

Elgin.—Edward R. Beck, trader, has assigned to Sheriff Carter.

Fredericton.—Custom receipts for the year ending December 31, totalled $53,782.70, as against $59,032.05 last year, a decrease of $5,249.35. The duty collected during December was $4,138. The Hartt Boot & Shoe Company has secured increased capital, and will soon enter upon a policy of expansion. It now manufactures 500 pairs of boots a day.

Three timber limits were sold at the Crown Land Office January 18. A 2½ mile limit on Canaan River was bid in by Alfred West for $232 per square mile. A limit between Lepreaux and New River containing three miles was bid in by the Stetson Cutler Company for $30 per square mile. A limit situated on the Monquart and Shikitihauk Rivers was bid in at the upset price of $20 per mile by the Peel Lumber Company.

St. Mary's.—Frank L. Boon has been awarded the contract for building the Pinder Mill bridge, Southampton.

Marysville.—Fire destroyed the Methodist Church, also a dwelling house owned by the Alex. Gibson Manufacturing Company, on January 29. The church cost $65,000, and was insured for $10,000. The dwelling house was valued at $2,000, and was insured.

NEWCASTLE, N.B., AND DISTRICT.

Mr. James Falconer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions have been very quiet. There was no snow up to Christmas. There are no industries here to keep the people employed in the winter months. The pulp and paper mill in Chatham is now closed down for an indefinite time. A number of men are getting out wood. The smelt fishing was a failure in this neighbourhood, but they are doing very well further down the river. Bran is not as plentiful as in some former winters, but the crops were good last season and there is abundance of feed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There is not much work here at present, except in getting fire wood for next season and attending the stock. Beef is now very high, and the most of it imported. Cows are also very scarce and high in price.

Lumbering.—Getting out spruce logs is about the only industry. So far the winter has been favourable for the work. It is expected the cut will be somewhat greater than last year.

CONDITION OF PARTICULAR TRADES.

Building is now practically at a standstill and will be for some time.

QUEBEC, QUE., AND DISTRICT.

Messrs. E. Little and *P. J. Jobin, correspondents,* reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month has been a very quiet one for labour, although a couple of shoe factories worked overtime to fill orders. Ice harvesting began in the early part of the month with ice 15 inches thick; at the end of the month it was 18 to 20 inches thick. Outside employment in the building trades was very dull. In the iron working trades renewed activity was evidenced after the holidays. On January 1, the new amendment to the Quebec Industrial Establishment Act went into force. By this amendment the working hours of women and children employed in cotton factories is reduced to fifty-eight per week. The cotton mills interested were paying their day hands the same rate as for the sixty-hour week, but there has been no change in prices paid to piece-work hands. The Provincial Legislature opened its annual session on January 10. This will tend to increase activity among hotel employés and carters. On January 20 a numerous deputation of workingmen, representing the Trades and Labour Congress of Canada, presented to the Ministers the requests of that body as adopted at the last annual session of the Congress. The resolutions passed by the

Congress call for amendment of the Workmen's Compensation for Injuries Act, reiterate the position taken by the Congress re the Investigation proceeding in the matter of the Catholic Commission; ask that certain work carried on in pulp factories on Sunday be forbidden; for better inspection of foundries; for greater safety in the running of electric railways by a proper system of brakes and the abolition of side boards; for the regulation of laundries; for the abolition of property qualification in Montreal municipal elections; for the regulation of home work; and that the wages of workmen form a first lien in insolvency cases. The Forestry Association of Canada met in Quebec during the month and was largely attended by representatives from all parts of the Dominion. A much larger number of vessels than usual are in winter quarters at Quebec. In the interior basin of the Louise embankment there were at the end of the month ninety-two vessels of all kinds, and in the outer basin thirty-seven.

Mr. J. A. Latouche, of this city, has been awarded the contract for demolishing the Champlain Market Hall, to make room for the erection of the terminal station for the Transcontinental Railway. The contractor hopes to begin operations early next month. The price has not yet been made public.

The Bishop Construction Company, of Montreal, has been awarded the contract for the construction of the Quebec & Saguenay Railway, which is to run from Cap Tourmente to Murray Bay.

CONDITION OF LOCAL INDUSTRIES.

Lumbering was being actively prosecuted, conditions being favourable.

Manufacturing.—Delegates from the paper mills at Shawinigan Falls were in Quebec during the early portion of the month to consult with the Provincial Premier, and to invoke the Alien Labour Act against a large number of workmen who, they claim, have been shipped from the United States to break the strike which has been going on in these mills since November, 1910.

Railway construction. Two new railways were officially opened for traffic during January. These were, the Ha Ha Bay Railway, from a point near Chicoutimi to St. Alphonse, about 12 miles; the other, the Matane Railway, from Ste. Flavie station on the Intercolonial Railway to St. Jérôme de Matane, passing through Little Métis, Sandy Bay and Rivière Blanche, a distance of about 40 miles. Work on the branch of the Transcontinental Railway from Cap Rouge to Quebec was progressing well.

CONDITION OF PARTICULAR TRADES.

Carpenters and joiners were active. Plumbers and gas and steam fitters were busy. The other building trades were dull. Steam engineers and blacksmiths were dull, but the other metal trades were active. The printing trades were from busy to active. Boot and shoe workers were busy; the other clothing trades were quiet. Ice cutters were busy, bakers, confectioners and butchers were quite, and cigar and tobacco workers dull. The miscellaneous trades had a quiet month. Tanners and curriers were active. Railway employés were busy; street railway employés and carters were quiet. Other transport trades were dull. The supply of unskilled labour was in excess of the demand.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour during the past month was inactive. Work in the building trades has been mostly confined to interior work, except the rebuilding of the City Hall and a few other buildings in course of construction, amongst which is a curling rink. The factories worked full time, except during the first week of the month, when some of them give their employés a week's vacation. Wholesale as well as retail traders report a quiet month. There were no changes in rates of wages or hours of labour, and the supply of labour slightly

exceeded the demand. The best of understanding continued to exist between employers and employés.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy hauling firewood and transporting farm products to city markets.

Fishing.—Fishing was very quiet this month; even the tommy cod catches have been very poor this season.

Lumbering.—Lumber firms are employing about the same number of men as last January.

There was no increase over last year in *railway construction and employment.* They are still rushing the construction of the new pulp and paper mill at the Cap de la Madeleine. Plans are also being prepared for the construction of another pulp and paper mill on Baptist's Island, which mill is to be constructed as early as possible this spring.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, stone cutters and builders' labourers were rather quiet, but carpenters and joiners, lathers and plasterers, painters and decorators, plumbers and gas and steam fitters were fairly busy. Iron moulders, workers and helpers had a fairly busy month; also coremakers, machinists and engineers. Electrical workers, linemen, metal polishers, buffers, platers and brass workers were well employed. Stove mounters, blacksmiths, tool sharpeners and horseshoers were quite busy, but shipbuilders and helpers, bicycle workers and jewellers had a quiet month. Woodworkers, upholsterers, varnishers and polishers, carriage and wagon makers and pattern makers were fairly active. Printers, pressmen, electrotypers and bookbinders were busy. Journeymen tailors, garment workers, hat makers, glove makers, and boot and shoe workers report a good month. Bakers and confectioners, butchers and meat cutters, cigar makers and tobacco workers were fairly active. Ice cutters and drivers were more than busy this month, the ice crop being excessively good. Barbers, clerks and stenographers had a quiet month, but furriers, hotel, restaurant and theatre employés and laundry workers were quite busy. All employed in transportation report a rather quiet month, compared with last January. The demand for unskilled labour was rather small, and the supply was in excess.

DISTRICT NOTES.

There was a good demand for paper makers and unskilled labour during this month at *Grand Mere* and *Shawinigan Falls*, and for unskilled labour at the *Cap de la Madeleine.*

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

For this season of the year labour generally has been well employed. All inside industries have been working full time, and the labouring classes have been as well employed as any previous year at this time. The skilled mechanics in the various machine shops have been well employed, and there are orders ahead sufficient to keep the work going until the spring, when new orders may be looked for. There has been no new works started up, but there are a number which will be when the season opens up. The City Council has let a contract for a new dam and power house on the Magog river, to a Peterborough firm. The preliminary work will be carried on during the winter months, so that when the season opens work will be rushed so that employment will be given to a large number of unskilled men. The Sherbrooke Power & Railway Company has finished its power plant, and in addition to supplying power to various concerns in Sherbrooke is also furnishing power to outside concerns. The work of laying this line, in some instances 8 miles in length, has given employment to many. Just as soon as it is expedient work will be continued on the extension of the railway system. Trans-

portation has been somewhat quiet, as is usually the case after the holidays. The wholesale traders reported business good, and retailers found business fully up to the average for this time of the year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—At the annual meetings of the various agricultural societies held during the month, the reports showed that the past year had been above the average, and not one reported a deficit. At several dairy board meetings the question of making butter or shipping cream across the line was discussed. From financial reports it was shown that more money was received by the patrons where cream was shipped than where butter was made. Farmers who have wood lots are doing little in the pulpwood business, as very little is being shipped.

Lumbering.—Lumbering operations were quiet as compared with that of previous years. Practically no pulpwood is being cut by the larger concerns for export, and what pulpwood is being bought is at a less price than for some years back. There are instances where pulpwood has not been taken from a siding for the past two years. Owing to the good roads, however, considerable cordwood is being hauled, and while there is no glut, prices are easier than formerly.

Manufacturing.—The manufacturing industries in and around Sherbrooke were fully employed and running full time.

Mining.—Work has been slack at several of the large asbestos properties, and in some instances they have been closed down altogether. During the latter part of the month, however, work was being resumed in the Central Quebec district. At the copper mines at Eustis work was being carried on to full capacity, and all available men were given employment.

CONDITION OF PARTICULAR TRADES.

With the exception of plumbers, who were busy, the building trades were dull. Iron moulders, machinists and metal workers were busy. The woodworking trades were active. Printers, pressmen and bookbinders were busy. Journeymen tailors were somewhat quiet, but garment workers were busy. Bakers, confectioners and cigar makers were quiet. Miscellaneous trades were active. Those engaged in transportation were fairly active, while teamsters, carters, &c., were quiet. Unskilled labour was in fair demand.

DISTRICT NOTES.

Stanstead.—A new industry has been started at Stanstead under the firm name of the Stanstead Glove Company, to manufacture canvas gloves and mitts.

Thetford Mines.—The King Mine resumed work during the month, and most of the old hands have been taken on.

Graniteville.—Mr. Jas. Brodie's quarry has started up again, and also that of Mr. S. B. Norton. These quarries are generally closed down for the greater part of the winter.

Rock Island.—Mr. Jas. A. Gilmore commenced business in his new and up-to-date factory the second week in January.

SOREL, QUE., AND DISTRICT.

Mr. J. A. Chênevert, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during January were quiet. The Government yards and shops were closed from the day before New Year's to January 9, as well as all other shops in Sorel and St. Joseph, leaving more than 1,500 men out of work. They have opened up since, but there will be no great activity until February and March, when repairs on the fleet at present in the harbour, numbering nearly two hundred vessels, will commence, and give employment to men of all trades. There is at present no work in the building line in the city or vicinity. Business was dull after the holidays, and dealers are taking stock and getting ready for the spring trade. Winter has not been hard so far, and there has been no rise in the prices of coal or wood. Hard coal sells for $6.50 to $6.75 per ton, hard wood from $5 to $6 per cord, and soft wood from $4.25 to $4.50.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The local market was well stocked with beef and pork, with prices a little lower. Poultry is scarce and high-priced, turkeys selling at 20–22 cents a pound, and other poultry from 16 to 17 cents; eggs, 35–40 cents per dozen; butter, 27–28 cents a pound.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. Victor Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour in January was active in almost all the trades, with the exception of the building sections, which suffered from the weather. Sash and door factories were working steadily with full staffs. The iron industry was fairly active. Tanneries expect a good season. Shoe factories have been doing considerable business. J. A. & M. Côté, during the eleven months ending December 26, 1910, has been employing 175 men, and paid $70,863.89 in wages, while by its contract with the city it was not obliged to pay more than $30,000 a year. All the other factories have been busy. Several departments of the Penman Manufacturing Company have been working day and night shifts, and the Company is building a three-story brick warehouse, 100 x 54 feet. The ice harvest was begun, and there is much activity among ice-house men. Retail trade was rather quiet. Banks reported a good month, with easy payments. There was no change in the rates of wages or hours of labour. Relations between employers and employés were cordial. Work on the new electric plant was progressing rapidly.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agricultural conditions were very good. The price of vegetables is high; potatoes went up from 60 to 80 cents. Dairy products are also higher. Farm hands were in fair demand, but the supply was enough to meet it. The roads being in good condition, there was much work for farmers.

Lumbering.—There was much activity among lumbermen. Many men were engaged hauling cordwood, as well as lumber.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters and paperhangers had a quiet month. Plumbers, gas and steam fitters were fairly active. Stonecutters and builders' labourers had a quiet month. Iron moulders, iron workers and helpers, machinists, engineers and electrical workers had a fair month. Blacksmiths, boiler makers and horseshoers were active. Woodworkers, upholsterers, varnishers, polishers, woodcarvers, carriage and wagon makers and pattern makers reported a good month. Printers, pressmen, bookbinders and lithographers were well employed. Journeymen tailors, garment workers, hatters and glove makers were well employed. Boot and shoe workers were active. Bakers and confectioners, butchers and meat cutters and ice cutters had a good month. Tanners, curriers and all leather workers had an active month. Barbers, clerks, stenographers, delivery employés, furriers, hotel, restaurant and theatre employés had a busy month; laundry workers were well employed. Railway conductors, engineers, firemen, telegraphers and trainmen had a good month. Trackmen, switchmen and freight handlers were well employed. Cab drivers, hackmen, carters, draymen, teamsters and expressmen had a good month. Unskilled labour was fairly well employed.

ST. JOHNS AND IBERVILLE, QUE., AND DISTRICT.

Mr. A. D. Pepin correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market was fairly active considering the season of the year. The

stone cutters' sheds destroyed by fire a few months ago are being rebuilt on the foundations at Norcross Bross, and will soon be in operation. Ice dealers were making their harvest, employing a number of men. All the manufactures were active. Wholesale trade was good and retail excellent. Banks reported business as very good during January.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had a ready market for their products, at high prices. Beef sold for $9–$10 a cwt., by the quarter; pork, $10–$11; butter, 30 cents a pound; eggs, 40 to 45 cents per dozen; turkeys, 28 to 30 cents; geese, 25 to 28 cents, chickens, 18 to 22 cents a pound; potatoes, $1.00 per bag, and apples at retail, 40 to 60 cents per quarter bushel.

Railway construction.—The Canadian Pacific Railway bridge between St. Johns and Iberville is almost finished. It was commenced in September, 1909.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were quiet. Carpenters and joiners were active. Lathers and plasterers, painters and decorators, plumbers and steamfitters were quiet. Stone cutters and builders' labourers reported a good month. Iron moulders, iron workers and helpers, core makers, engineers and machinists reported a good month. Electrical workers and line makers were somewhat quiet. Ship carpenters and caulkers reported a good month, as well as tool sharpeners, horse shoers and jewellers. Woodworkers, upholsterers,, varnishers and polishers, wood carvers, and carriage and wagon makers reported a good month. Printers, pressmen, lithographers, book binders and electro engravers reported a good month. Journeymen tailors, garment workers, hatters and glove makers reported a rather quiet month. Bakers and confectioners, butchers and meat cutters, ice handlers and tobacco workers had a busy month. Tanners, curriers and saddlers had a fair month. Barbers, clerks, stenographers, delivery employés, hotel, restaurant and theatre employés and laundry workers reported a busy month. Railway conductors, engineers, firemen, telegraph operators, trainmen, switchmen and trackmen reported an active month. Cab drivers, hackmen, carters, draymen, teamsters and expressmen as well as unskilled labourers reported a good month.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. J. F. Girard, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There was a little slackening in the building trades, but conditions were better than in the corresponding month last year. Conditions in other trades were fairly satisfactory, and were good in some of them. The branch that had to suffer most was unskilled labourers, on account of the fact that most of the men who work on railroads, &c., during the summer months, come back to Montreal and vicinity for the winter, thus adding considerably to the supply. As there has been very little snow so far, there are many unemployed.

The value of building permits issued in the district, according to the reports of the contractors' association, was $5,628,002, of which $4,204,879 were for new buildings, and $1,423,123 for repairs.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—The manufacturers in the district were working full time; in contrast to the general rule for the last two years, very few reduced their staffs during the winter, while some had to increase the number of their hands.

CONDITION OF PARTICULAR TRADES.

Bricklayers were fairly active, masons were quiet, lathers were in demand, plasterers, gas and steam fitters, painters, decorators, stone cutters and builders' labourers had a fair month. The metal trades were well employed. Horseshoers and tin roofers were in demand. Linemen were inactive. The woodworking

trades were active, with car builders and carriage and wagon makers very active. The printing and allied trades were active. Journeymen tailors were in demand; the other clothing trades were active. The food preparation trades were well employed. The leather trades had a good month. Barbers were in demand. All the other miscellaneous trades were busy. The transportation trades were active with the exception of ship labourers and longshoremen. Unskilled labour formed the majority of the unemployed in the district.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audette, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

As might have been expected, the first part of January was very quiet for business in general, but towards the end the situation seemed to have improved, without being as active as the previous month. Dry goods merchants reported business very quiet. The labour market also was less active than during December. Every thing, however, points out to a busy time, during February, for the building trades. The value of building operations in Montreal and the suburbs for 1909 was $14,972,021. In 1910, for Montreal alone it was $15,815,859.

Real estate transactions in 1910 amounted to $50,000,000, this being the highest figure ever recorded. In 1909, the total was $39,642,000, as against $13,000,000 in 1908.

Bank clearings in Montreal totalled $2,088,558,000 in 1910, as against $1,866,649,000 in 1909 and $1,555,729,000 in 1908. According to the City Treasurer's report, taxable property in Montreal this year is valued at $319,805,149, with $109,361,053 worth of non-taxable property. The Post Office receipts for 1910 were $119,122.03, or an increase of $11,110.60 over the previous year.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, stone cutters and builders' labourers had a fair month; the other building trades were active. The metal and engineering trades were active, with the exception of boilermakers and shipbuilders who were quiet. Woodworkers were fair and the furnishing trades active. The printing trades were active, the clothing trades fairly active, the food and tobacco preparation trades active, miscellaneous active; as were the transportation trades with the exception of steamboat men who were quiet. Teamsters and expressmen and unskilled labour had a fair month.

HULL, QUE., AND DISTRICT.

Mr. E. E. Cinq-Mars, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was well employed during the month, being more active than in the corresponding month last year. The mild weather during the first part of the month was favourable to the building trades, which were very active for the season. Indoor workers had plenty of work, while those at odd jobs have found employment shovelling snow and cutting ice.

Local industries are threatened with a decrease in production owing to the lack of water in the Ottawa river.

The E. B. Eddy Company has obtained from the Canadian Government permission to raise its capital stock from one to five million dollars, which means that this concern will treble its output.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The sinking of the Ottawa river to the lowest level recorded in years threw about 150 men idle during the last ten days of January. Most of these were employed in J. R. Booth's pulp, paper and sulphite mills. The managers of the works reported at the end of the month that there

was grave danger of several hundred men being thrown out of employment if the water situation grew worse. The pond above the Chaudiere dam is 3 feet lower than normal. The power users voluntarily closed parts of their plants at times when they could run, in order to help the corporation of Ottawa which was in need of water for fire pressure. The Ottawa Electric Company used a steam auxiliary plant, thus employing some extra men. Otherwise, the opportunities for employment were favourable. Building operations were active for the winter time. The Civic Corporation spent $3,000 handling the snow storms, which is about equal to the amount spent to the corresponding date last year. The ice harvest gave work to about 200 men. The mica factories' owners who had to close certain branches of their work, report that they found employment for all the regular hands at other jobs. Most of the mica prepared here is for export. It is expected orders will become plentiful enough in another couple of months to carry off all surplus stock.

Plans have been made in the city engineer's department for spending $750,000 during the coming year. About half the amount will be expended on drains, an incinerator costing $100,000 will be built, and many pavements will be laid.

The progress of the city during 1910 was shown by several reports presented during the month. Bank clearings increased from $173,000,000 in 1909, to $193,700,000; customs receipts advanced from $1,098,000 to $1,259,000; and market tolls rose ten per cent.

Merchants found January an average month for trade, and factories reported the orders for next summer's supplies as heavier than a year ago. The clothing factories were very busy.

The ward foremen of the city have applied for an unspecified increase on their present wage of $2.25 per day. The Mayor and Chief of the Fire Brigade have recommended a change in firemen's hours of duty, giving a man every eighth day for rest. The present schedule allows the members of the brigade one day in twelve, and an evening of five hours every fourth day. The balance of the time they are on duty day and night. The building trades have formed an organization embracing all the unions involved in construction work.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were marketing produce in considerable quantities. Butter sold as low as 22 cents in tubs; fresh eggs were at 40 cents per dozen, a drop of 10 cents in the month; beef was quoted at $6 to $9, and pork at $7 to $9.50. Water was scarce in country places, but otherwise the winter is favourable to the farmer. The Eastern Ontario Live Stock & Poultry Show was attended by 17,000, a gain of 7,000 over last year.

Lumbering.—Lumbermen were cutting more logs than last winter. In most instances the snow is deep in the woods; and operations were helped by the cold weather. Hauling is well advanced. The past season's cut of lumber is estimated at 500 million feet in the Ottawa valley, an average quantity. J. R. Booth and the W. C. Edwards Company, the largest manufacturers, each produced about eighty-five million feet. The demand for high grade lumber is very keen. Ottawa manufacturers are better supplied with low grade stock at present.

Manufacturing was hindered by low water, except where steam could be substituted. The paper industry alone suffered seriously.

Railway construction.—The Ottawa Electric Railway Company ordered eighteen new pay-as-you-enter cars, to be out next summer.

CONDITION OF PARTICULAR TRADES.

Carpenters, plumbers and painters were busy. Iron workers and engineering trades were well employed. Electrical workers and linemen have frequently been in demand for a temporary period. Car builders and woodworkers were busy. Hands employed in sash and door factories were laid off briefly for repair work in the shops during January. Printers and engravers were steadily employed. Sewing machine hands were in demand. Tailors were only fairly busy. Ice cut-

ters were busy. The butcher trade was quiet except in a few large shops. The period was quiet for clerks, collectors, stenographers and similar lines of work. Freight handlers and nearly all branches of transport had a quiet month. Express men were rather busy. Quietness prevailed in the arena of unskilled labour. An almost unprecedented demand for trained nurses began about January 20 and continued. This was due to an epidemic of typhoid fever, which had claimed 322 victims in Ottawa.

KINGSTON, ONT., AND DISTRICT.

Mr. William Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Although very cold, January was an active month in Kingston and district. All branches were well employed. The prospects for the year in the building trades, marine, manufacturing, &c., are excellent. During the month a deputation led by his Worship the Mayor, representing the City Council and the Board of Trade, were authorized to proceed to Ottawa to interview the honourable the Minister of Marine, with regard to deepening the lower part of the harbour and erecting a new bridge to replace the old Cataraqui structure. These steps were suggested by the offer of capitalists to start large industrial concerns, if this work was carried out. Shipbuilding is at present very active. One concern is building a large new passenger and freight steamer to ply between Smith's Falls and Kingston. This boat is to be ready for the route by May 18, 1911. The same firm has also under way a sixty-foot tug for Quebec, and an order for a safety water tube boiler, from the Cuban government. Parties in Pittsburg, Pa., Newark, N.J., Guelph, Pembroke, and elsewhere have also placed large orders with this and other concerns.

For the year ending June 30, 1910, the gross earnings of the Kingston and Pembroke Railway Company were $185,922, of which $130,940 was for freight. The net earnings were $25,954. The Bay of Quinte Railway Company's gross earnings for the same year were $167,735, of which $121,792 was for freight. The net earnings were $35,046.

According to the report of the chief of of the fire department, just issued, there were eighty-seven alarms received. Loss on buildings, $6,173; insurance of buildings, $199,400; loss on contents, $4,913.-81; insurance on contents, $105,500; total loss, $11,086.81. Total insurance, $304,900. No fire extended beyond the premises in which it started, and only in ten cases did it extend beyond the room in which it originated.

There were no changes in the rates of wages, and no strikes or lockouts reported during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very active drawing hay, chopping wood, getting out timber, harvesting ice, and making general preparations for spring work.

Fishing was active during the month.

Lumbering, manufacturing, mining, railway repairs and construction were also active.

CONDITION OF PARTICULAR TRADE.

Printers, journeymen tailors, bakers, butchers, ice cutters, cigar makers, tanners and curriers, barbers, broom makers, delivery employés, hotel, restaurant, laundry and theatre employés, as well as all branches of the transport business and unskilled labour reported a busy month.

DISTRICT NOTES.

Arrangements have been completed for an electric belt line to cover the rural district from Brockville to Ottawa. It is expected work will be commenced in May.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. Arthur J. Sharp, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during the month of January showed little change from De-

cember. Local manufacturing industries were, as a rule, active. Work in the building trades has been confined to interiors. The prospects for spring look very bright. A new wing will be added to the Nicholls Hospital buildings, to cost in the neighbourhood of $30,000. The Peterborough Industrial Exhibition will build a new grand stand and new buildings, if the city will buy the grounds. The new foundry of Adam Hall & Sons has started, and is employing about fifty hands; they expect to enlarge their plant this year as they cannot keep up with orders. The Collier Electric Company has disposed of its plant and business to Toronto interests, who are removing the plant to Uxbridge, Ont. The by-law to permit the City to make a loan of $12,000 to Messrs. Bonner & Worth, in order to establish a factory here, was defeated; a by-law granting of a franchise to C. E. Dittman, to bore for natural gas, was carried. The local firm of Morrow & Beatty received the contract for the dam and power house on Magog river. The price is $51,250.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were occupied with the care of stock and marketing produce; large markets were the rule during the month. There was a good demand for produce at high prices.

Manufacturing.—Factories as a rule have been very busy, with plenty of orders and prospects of steady work.

CONDITION OF PARTICULAR TRADES.

The building trades were rather quiet, as is usual at this time of the year. The only large work was an addition to the Canadian General Electric Works. Exceptional activity prevailed in the metal trades. Moulders, iron workers, core makers, machinists and electric workers have been active. Woodworkers and upholsterers were busy. Carriage makers and coopers were active. Printing and allied trades had a good month. Journeymen tailors were quiet. Bakers and confectioners were busy. Butchers and meat cutters had steady work. Ice cutters were active. Leather workers had a good month. Broom makers were active. Railway and street railway men were active. Freight handlers, teamsters and expressmen were busy. Unskilled labour was fairly well employed.

DISTRICT NOTES.

Port Hope.—The foundations for the International Tool Steel Company's main building are ready for the building, and the furnaces are under construction; they expect to have the plant in operation by the first of June.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during January were generally satisfactory, with a considerably smaller proportion of men out of work than is usual at this season. The mild weather enabled building and other outdoor occupations to be carried on extensively during a portion of the month. A large number of recent arrivals, however, were unable to obtain employment.

There were 6,204 building permits issued during 1910, representing an approximate value of $21,127,783, as against 5,056 permits, representing a value of $18,139,247, in 1909. The total number of new buildings erected during the year was 8,499, as compared with 7,184 in 1909.

The report of Assessment Commissioner Forman for the year gives the total taxable amount of assessable property in 1911, as $309,147,053, an increase of $39,060,721, as compared with the revised assessment of 1910. The population, as returned by the assessors, is 341,991, as compared with 325,302 last year. There were 73,345 buildings, an increase of 7,534.

The total receipts of the Street Railway Company for December were $383,627, as compared with $348,825 in December, 1909. The percentage received by the City was $39,360, as compared with $34,882.

Toronto

At the monthly meeting of the Board of the House of Industry, held on the seventeenth, it was announced that 510 new families were assisted during the month, making a total of 851 families receiving assistance. There were 183 inmates of the Home.

The following money by-laws were adopted by the ratepayers at the civic election on the second: For new street railway lines, $1,157,293; for the improvement of main roads leading into the city, $102,564; for constructing a system of storm overflow sewers, $824,000; for the reclamation and improvement of Ashbridge's Bay, $205,128; and a grant to the Western Hospital, $51,000.

A new office-building is to be erected for the Canadian Pacific Railway at the corner of King and Yonge streets, 85 x 100 feet, and sixteen stories high. It will be of steel, faced with glazed terra-cotta, and is expected to be finished in eighteen months. The cost will be over $1,000,000.

On the twentieth instant a deputation of the District Labour Council, headed by William Glockling, president of the Dominion Labour Congress, presented to Sir James Whitney and the members of the Provincial Government a number of resolutions adopted by the Cognress with respect to needed labour legislation. These include the prohibition of child labour under sixteen years; the abolition of the system of sending tailoring work to the homes of employés; the removal of running boards on street cars and their equipment with air brakes; the providing of proper heating systems in foundries; the examining and licensing of barbers; amendments making proper scaffolding on buildings compulsory; eight-hour shifts where factories are operated all night; and the placing of Chinese laundries under the Factories Act.

A civic loan for $1,000,000 will shortly be floated to meet the expenses of installing the hydro-electric system in the city. Up to the present ,$700,000 has been spent on the system, within the city limits. Six or seven towers in the lake remain to be completed before the power can be brought to the transformer station.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had little to do except routine work and the marketing of produce, which continued to bring good prices.

Manufacturing.—Some lines of manufacturing were quiet, and others very busy. Textile manufacturers were active. Heavy orders from the West for agricultural implements have been received, and the shops of the Massey-Harris Company, employing 2,000 men, began running night and day, towards the end of the month, taking on a number of additional men. The Canadian General Electric Company were busy. The Siemens Dynamo works has secured a contract for the 500 kilowatt generator sets for the Winnipeg power station, at $16,410.

The Canadian Malleable Iron & Steel Company has begun the manufacture of tool steel by the Henderson process, at 32 Humberside avenue, where two furnaces have been installed with a capacity of nine tons of steel per day.

CONDITION OF PARTICULAR TRADES.

A considerably larger proportion of the men engaged in the building trades were employed during January, than in other seasons. The Federated Building Trades Council is endeavournig to bring about united action by all the unions connected with the building trade to secure an all-'round increase of wages. Machinists, moulders, blacksmiths, boiler makers and structural steel workers were generally quiet. Sheet metal workers and electrical workers were active. Brass workers had a fair month. Silversmiths and jewellers were quiet. Cabinet makers, furniture workers, upholsterers, coopers and carriage and wagon workers had steady work. Piano workers were active. Printers, bookbinders and lithographers were well employed. Customs' tailors found work slack. Other branches of the clothing trade had penty of work. Harness and leather workers were active. The provision trades had steady work. Icecutters were busy. Cigar makers were well employed. Hotel and restaurant employés, barbers and laundry

workers were rather quiet. Railway employés were busy. Teamsters, expressmen and street railway men had continuous work. Unskilled labour was better employed than usual at this season, but a large number, principally recent arrivals, were out of work.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Despite interruptions to the building trades by unfavourable weather, January was a good month. The amount of winter building was greater than for several years past. A small fire-arms factory was established, a new winery will be started and an American company engaged in the manufacture of articles of clothing decided to build a factory here which will employ about seventy-five hands to start with. Business of every sort was good, and the commercial outlook was deemed very satisfactory. The City Council and Water Commissioners increased salaries of several employés.

Position.	Salary 1910.	Salary 1911.
Mayor	$ 500	$ 600
City Clerk	1,000	1,00
Asst.-City Clerk (*F*)	500	600
Tax Collector	900	1,000
Supt. Streets	840	900
Health Inspector	830	900
Market Clerk	720	750
Collector Electric Department	780	840
Trimmer Electric Department	720	750
Foreman Electric Department	840	900
Team Driver	660	720
Supt. Water Works	1,020	1,200
Clerk Water Com. (*F*)	480	600
Foreman Water Works	780	840

(*F*) Female employed.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Excellent sleighing enabled farmers to market their produce and do necessary heavy hauling. Vineyards were being trimmed.

Manufacturing.—All manufacturing concerns reported business good.

Railway construction and employment.—Railway employment was good, traffic of all sorts being heavy.

CONDITION OF PARTICULAR TRADES.

Men of the building trades engaged in out-of-door work were employed every day that weather permitted. All trades were well supplied with work, except painters, lathers, plasterers, stonecutters and builders' labourers. In iron-working establishments employment was good, and electrical workers were also active. In the hat, shirt, suspender and neckwear factories employment was good. Journeymen tailors were well employed. The shredded wheat factory was busy. Ice cutters and handlers were better employed. Salespeople, office employés and hotel and restaurant workers were but poorly employed. Delivery and laundry employés were active. Full staffs of all classes of steam railway employés were working. On electric lines traffic was quiet. Cabmen were quiet; draymen, teamsters and expressmen active. Unskilled labour was not in demand.

DISTRICT NOTES.

Bridgeburg.—Additional men were employed at the foundry.

Chippawa.—Contract was let for erecting additional buildings for the Norton Emery Works.

Port Colborne.—Many men were engaged in installing machinery in the new mill. Fifty carloads of machinery will be required.

Welland.—At one period in January there were many idle men in town. This condition was partly relieved by the reopening of the rolling mill which had closed in November. The new overall factory and the knitting mill commenced running and many female hands will be steadily employed. By-laws were carried granting certain assistance to a steel tube plant and a planing mill. The Automatic Transportation Company decided to build a factory here. Additional factory construction projected for 1911 includes the establishment of several new and the enlargement of two established industries,

involving an expenditure of several million dollars.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of labour in January was active, being busy in a few lines. The building trades have considerable work on hand yet, and every favourable day is taken advantage of to complete outside work. Unfavourable weather conditions compelled a cessation of civic improvement work on concrete walks, curbs, pavements and sewers. Contracts have been let for paving of King street and Queenston street to the Warren Brothers Bithulithic Paving Company, next season. A new factory was favourably voted upon January 26. The Steel & Radiation Company, Limited, will secure from the city thirty-five acres for a site, and a fixed assessment for ten years. The Company will erect buildings, in the first three years, costing $50,000, employing not less than 100 hands and paying annually $50,000 in wages; in the next seven years buildings will be erected to cost not less than $150,000, employ not less than 250 hands and pay annually not less than $125,000 in wages. The Company expects within five years to employ 600 to 1,000 hands, and pay out annually not less than $300,000 in wages. The new three-story addition to the McSloy Haircloth Factory is nearing completion, as is also the new chain factory of the McKinnon Company. The ratepayers on January 2 carried the by-law authorizing the construction of a new water main of 24 inches, from the present reservoir to the city, about 3½ miles, and through the city to the north side, at a cost of $180,000, work upon which will be begun at the earliest possible date in the spring. Merchants reported an unusually good Christmas trade, and favourable conditions during January.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Pruning of trees, vines and bushes, and farm winter work engaged the fruit men and farmers' attention for the month.

Manufacturing.—With the exception of the canning factories, which are now through the season's work, all factories and mills were active to busy.

CONDITION OF PARTICULAR TRADES.

The building trades were active with conditions of employment good. All lines of metal and engineering trades were active to busy. Woodworkers, upholsterers, varnishers and polishers, carriage and wagon makers and coopers were active. The printing and allied trades were active. Journeymen tailors were in their slack season. Boot and shoe workers were active. Bakers and confectioners, butchers and meat cutters, ice cutters and drivers, cigar makers and tobacco workers were active. The leather trades were active. Barbers, clerks, stenographers, delivery employés, furriers, hotel and restaurant employés and laundry workers were active. All lines of transportation were active to busy. Unskilled labour was active, supply and demand being about equal.

DISTRICT NOTES.

Port Dalhousie.—Labour was well employed. The Maple Leaf Rubber Company's factory was busy turning out 2,900 pairs of rubbers daily.

Merritton.—All the mills and factories were running full time. The fitting up of the new rubber factory is progressing. The new Lybster paper mills will soon be in operation.

Thorold.—The labour market was active to busy, labour being well employed.

Beamsville.—The Beamsville Basket Factory was in full operation, with large orders ahead.

Dunnville.—A large United States steel plant contemplates locating near Dunnville. An option on 1,500 acres has been secured by interested parties. The Dunville, Wellandport & Beamsville Electric Railway Company is applying for an Act to extend its lines through the townships of Pelham and Thorold to the town of Welland. The Niagara District Telephone Company constructed 8¼ miles of lines, and put in sixty-five phones in 1910

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour in some lines was not as well employed as during December, owing to a more complete cessation of outside work. The building trades were inactive; contractors, however, are looking forward to a busy season. The Waterous Engine Works Company will build a large addition at an estimated cost of $45,000. The iron trades were particularly busy, and prospects are bright for a large spring trade. Civic sewer construction work continues as the weather permits, which greatly assists many at this season. Merchants had a fair month.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing was very brisk.

Railway construction work is at a standstill, prospects for a busy summer are bright. Preparations are being made for the commencement of the construction of the Brantford to Port Dover electric railway.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, lathers and plasterers found trade dull. House carpenters also were very slack; those employed in factories were not very active. Painters, decorators and paperhangers had little employment. Plumbers, gas and steam fitters were not very active. Iron moulders and coremakers were busy. Machinists in some cases were very busy; there has been a slight demand for men. Steam engineers were busy. Electrical workers were active. Linemen were slack. Metal polishers, buffers and platers, blacksmiths, boilermakers and horseshoers were busy. Stove mounters and sheet metal workers were not very busy. Woodworkers generally were busy. Carriage and wagon makers and coopers were active. Patternmakers were busy. Printing and allied trades were busy. Tailors and tailoresses were not quite so active. Shoe workers were busy. Bakers and confectioners were busy. Cigar makers and tobacco workers were active. Leather workers and saddlers were active. Barbers, clerks, delivery employés, hotel and restaurant employés were steadily employed. Laundry workers were busy. Railway trackmen were a little quiet. Freight handlers were active. Street railway employés were fully employed. Draymen were busy. Teamsters were active, as also were cab drivers. Expressmen were not very active. There were a number of unskilled labourers unemployed.

DISTRICT NOTES.

Paris.—Conditions continued much the same as during December. There are not many unemployed. The demand continues for female operatives at the Penman fabric mills.

GUELPH, ONT., AND DISTRICT.

Mr. Wm. Drever, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During January the general condition of the labour market was favourable. Neafly all the factories were running full time, and some were working overtime. As compared with the corresponding month last year there was a notable improvement. The promise is that the coming year will be the busiest in the history of the city, as far as the building industry is concerned. Wholesale and retail merchants report trade rather quiet. The customs revenue for December was $18,344.96, an increase of $2,230.82 over the same month last year. No changes in the rate of wages and no trouble in the labour market were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers' activities during the month have been largely confined to the care of stock and the marketing

of produce. The roads have generally been in splendid condition for sleighing. The Ontario Experimental Union held its thirty-seventh annual convention at the Ontario Agricultural College here this month, and was attended by about 300 of the most progressive farmers from all over the province. The results of the year's work in the advancement of agriculture which were received are of the greatest practical interest and importance to the province. Many farmers also took advantage of the short term courses at the Ontario Agricultural College.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons had a dull month. Carpenters, joiners, lathers and plasterers, painters and paperhangers were fairly well employed, while plumbers and gas and steam fitters were busy. Stonecutters and builders' labourers had a dull month. Iron moulders, coremakers and machinists had an active month. Electrical workers and linemen were very busy, also blacksmiths and horseshoers. Piano and organ workers report a fair month, and carriage and wagon makers were busy. Printers and allied trades report an active month. Journeymen tailors were slack. Ice cutters and drivers were very busy, cigar makers, fair. Teamsters were busy. Unskilled labour was fairly well employed, a large force of men being engaged cutting and storing ice.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during the month of January was considered very favourable. Factories and machine shops were very busy. Bricklayers and masons, lathers and plasterers were not fully employed, but they would compare favourably with the corresponding month of 1910. Unskilled labour was fairly well engaged in cutting and packing ice. The new furniture factory was completed, and started toward the close of the month. The Batz Brothers' furniture factory was completed and the shafting is being put up at present. The addition to the Punder furniture factory was also completed, and a large brick structure added by the Land Tanning Company was also completed. The large addition to the Merchants' Rubber Company was completed and two of the boilers are being moved into the new building. The large addition to the T. Kaufman Planing Mill was completed and the shafting was being extended toward the close of the month. There were three building permits issued during the month of January, for buildings valued at $3,850. Machinists have been exceptionally active in the foundries here. Transportation shipments and bank clearings are reported favourable. Business, both wholesale and retail was good for January. There was no change in rates of wages or hours of labour during the month. There were no strikes or lockouts.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were engaged in usual winter work, teaming, sawing logs, wood and hay. Sleighing is good.

Lumbering.—This industry was very active, the log yards are being filled, and Mr. S. Bruebaker started sawing about the middle of the month.

Manufacturing.—Manufacturers were all working full time, with the Jackson & Cochrane foundry working overtime.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were somewhat inactive. Carpenters and joiners were active, with lathers, plasterers, painters, decorators and paper hangers inactive. Plumbers, gas and steamfitters and stone cutters were active, with builders' labourers inactive. Iron moulders, iron workers and helpers, coremakers, machinists and engineers, steam engineers, electrical workers and linemen were all active; so were metal polishers, buffers, platers and brass workers active. Stove mounters, black-

smiths, boiler makers, sheet metal workers, bicycle workers, tool sharpeners and horseshoers, wood workers, upholsterers, varnishers and polishers, wood carvers, carriage and wagon makers, car builders, pattern makers, coopers, gilders and shingle weavers, were all active. Other skilled trades were well employed, but unskilled labour was quiet.

DISTRICT NOTES.

Waterloo, Ont.—Labour on a whole was well employed during the month, with manufacturing establishments busy. The Globe Furniture Company working overtime, three nights a week.

The Waterloo Tanning Company, manufacturers of glove leather and upholster leather report the demand so great that they are unable to fill orders. They are busy enlarging the plant, requiring about ten more men at an early date.

WOODSTOCK, ONT., AND DISTRICT.

Mr. J. Markey, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour situation has not materially changed since last month. Most of the factories report business very good, comparing favourably with the same time a year ago. There is still some demand for skilled labour, especially from the pipe organ and piano making trades. There is, apparently, more than enough unskilled labour, although complaints of unemployment are few. The wagon companies report business first rate, with factories working full time and even overtime. The organ and piano companies report business conditions as satisfactory, and showing improvement on the same conditions a year ago. The Canada Furniture Company is working full time and full handed, and expects these conditions to continue for some time. This is the cleaning-up season with tanners. The local tannery has been closed down for a couple of weeks, but is expected to start again in a few days. The James Stewart Manufacturing Company report that although this is the off season in the stove trade, business is picking up in preparation for the spring trade.

CONDITION OF PARTICULAR TRADES.

Work in the building trades has been very good this winter; the season was one of the best and longest in many years for bricklayers, masons, and others engaged in building work; but just now is a period of slackness. There is little outside work. Iron workers, moulders, stove mounters and machinists were steadily employed, but there was no demand for men. Woodworkers were all busy, and there was some demand for skilled labour from the pipe organ, piano and organ trades. The printing business was reported fair; no demand for men, but not many applications. Tailors and garment workers were steadily employed. Bakers, butchers and cigar makers report business fairly good. Tanners state business is dull, as this is the cleaning-up season. No men are wanted. Unskilled labour is plentiful now; most of the factories report plenty of applications from unskilled men.

STRATFORD, ONT., AND DISTRICT.

Mr. Joseph T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during January showed very little change compared with the previous month, except in the building line, which was almost at a standstill. In local industries and on the railways the month was very good; a number of trainmen were added to the working staffs of the railways, and the regular men had a busy month. A large number of men and teams were engaged in ice harvesting, while the weather was frosty. The Niagara Hydro-Electric Power Company men were busy stringing wires. Retail merchants reported doing a good business. Customs returns for the month amounted to $10,329.81, showing an increase of $600 over the same month of

last year. No change in rates of wages or hours of labour, and no trouble in the labour market were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were less active than the preceding month marketing their products. The prices quoted were:—

Potatoes, 85c. to 90c. a bag.
Eggs, 30c. to 35c., a dozen.
Butter, 23c. to 25c. a lb.
Apples, $1.25 to $1.75, a bag.
Hogs, $7 to $7.15, a cwt.
Wheat, 82c. a bushel.
Oats, 35c., a bushel.

Manufacturing.—All local industries were very busy, with plenty of orders.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons and all outdoor workers in the building trade were quiet. Plumbers and gas fitters were busy. Iron moulders, iron workers and helpers, machinists and engineers were busy. Linemen, electrical workers and blacksmiths were active. Boilermakers were busy. Woodworkers, coopers and stave factory workers were busy. Printers were busy, especially ad. compositors. Journeymen tailors reported work rather quiet. Garment and factory workers were busy. Bakers, confectioners and butchers were doing a good trade. Ice dealers were getting in their supply. Cigar makers were steadily employed. Barbers, clerks and delivery employés were busy. Hotel, restaurant and laundry workers were active. Railway conductors, engineers, firemen, and trainmen were busy. Switchmen and trackmen were active. Freight handlers were busy. Cab drivers, draymen, teamsters and expressmen were busy. Unskilled labour was fairly well employed.

DISTRICT NOTES.

Mitchell.—The Hill Bridge Company had a gang of men building a 110-foot bridge in Fullerton. The Company has bright prospects for a busy season in its line of business. The Whyte Packing Company had a number of men and teams engaged putting in its season's supply of ice.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The early part of January was broken in a number of the factories and foundries, through the employés being laid off a few days while stock-taking and general overhauling of plant took place, but by the middle of the month business was in full progress again, and in most cases to a better start than at the corresponding time last year, with indications of a prosperous year. In the building trades business has been the opposite, and workers in these lines are experiencing less work than for some years, numbers of them having done nothing since November. A comparative statement of the number and value of building operations during past two years shows 882 permits valued at $805,074 in 1910; and 684 permits valued at $850,134 in 1909. At the municipal elections, the ratepayers by large majorities voted for fixed assessments to the following firms: McClary Manufacturing Company, stoves, tinware, &c.; G. White & Sons, traction engines, threshing machines, &c.; McCormick Manufacturing Company, biscuits and candies; Perrin Manufacturing Company, biscuits and candies; London Foundry Company; Wortman & Ward, Manufacturing Company; London Brass Company; and E. Leonrad & Sons, boilers and engines. In the week ending January 19, the Somerville Paper Box Company increased the wages of all its employés by paying them the same money for fifty-five hours as they formerly got for sixty hours. For some time previous to this they were only working fifty-five hours, and Saturday afternoon's wages were deducted.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were looking out for farm help for the coming spring and found it hard to get experienced help, and also that the fresh arrivals from the

Old Country prefer to stay in the city and run chances of work, than live on a farm.

CONDITION OF PARTICULAR TRADES.

In every branch of the building trades work was very scarce, and many were idle. Iron moulders were busy, as were also iron workers. Machinists reported trade good. Electrical workers and linemen were very busy, and a large number of residences were being connected up for Niagara power. Metal polishers, brass workers and boiler makers were busy. Carriage and wagon workers reported business fair. Car builders were working short time. Coopers reported work plentiful. Printers were very busy, as were also pressmen. Paper box makers were busy. Journeymen tailors were slack. Garment workers and boot and shoe workers were busy. Bakers and confectioners reported trade fair. Cigar makers were busy. Tanners and curriers were very busy. Broom makers were busy. Furriers were slack. Laundry workers were busy. Railway train crews reported business good. Teamsters were slack. There was practically no work for unskilled labour, especially on outdoor employment, and there was a large number idle.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The building trades were quiet during the month of January, and for the most part those engaged in outside work were idle. Towards the close of the month, the weather moderated slightly, and there was a revival of business among outside workers. The prospects for a busy summer are bright; several large contracts have been let and there is promise of considerable work being done in the erection of residences. In the railway service, traffic and shop employés were well employed. A slight temporary reduction of hours was made in the Michigan Central Railway machine shop about the first of the month, the men therein engaged are now working eight hours per day with Saturday afternoons off. It is altogether likely that the ten-hour schedule will be put in effect in the near future, as there is plenty of work on hand. Unskilled labour was fairly well employed during the month, the supply being in excess of the demand. The net balance of the St. Thomas waterworks department for the year totals $6,842.54. A labour slate was prepared for the municipal election, and one candidate was successful in being elected to the Board of Councillors. The rate to be charged to household consumers of hydro-electric power is $1 per month, with a reduction of ten per cent. for cash. This is a considerable reduction of the present rate. Local markets were well attended. Peaceful conditions prevail in labour circles.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Very little work was done on the farms during January, aside from caring for stock and looking after the wood supply.

CONDITION OF PARTICULAR TRADES.

Railway shop employés engaged in the iron trades were busy. Printers report the month quieter than usual. Journeymen tailors were quiet. Those engaged in railway transportation business were well employed. The supply of unskilled labour was in excess of the demand.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was very well employed during January, but as usual at this season of the year building operations have ceased. Inside men, however, were well employed. The International Harvester Company has kept a number of hands busy during the whole of the month making changes to its plant. A very large amount of ice was cut and stored, which

kept a large number of the labouring class busy. All municipal work was practically at a standstill, owing to the severe weather. At the January elections the ratepayers carried a by-law to assist the Western Bridge & Equipment Company by giving it a fixed assessment and ground on which to erect new buildings. In return, the Company is to employ from fifty to one hundred men the year round. Merchants report trade very good, and prospects better than in 1910.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were practically doing nothing, except attending to stock.
Manufacturing.—Manufacturers were in most cases running full time. A few factories were running overtime.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were mostly idle. Carpenters and joiners were well employed. Lathers and plasterers were idle. Painters and paperhangers were very quiet. Plumbers had a very good month. Builders' labourers were idle most of the month. Iron moulders had a very fair month. Machinists, electrical workers and linemen were busy, and metal polishers, buffers and platers and brass workers were very busy. Blacksmiths, boiler makers were fairly well employed. Sheet metal workers were quiet. Horseshoers were very busy the first part of the month. Woodworkers and upholsterers, carriage and wagon makers report the month very good. Printers, pressmen and bookbinders report trade fair. Journeymen tailors and garment workers were somewhat slack after the holidays. Bakers and confectioners, butchers and meat cutters, ice cutters and cigar makers report a good month. Barbers, clerks, delivery employés and laundry workers were busy. Freight handlers were very busy. Street railway employés were well employed. Unskilled labour was not much in demand towards the end of the month, although no complaints were heard of being out of work.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were unusually good for the month. With the exception of a few bricklayers almost every other trade was working, and prospects are good. There were eleven permits issued for the month of December, with a valuation of $22,700, as against two permits for the same month a year ago. The total number of permits issued for the year 1910 was 237, as compared with 178 issued in the year 1909. The total value of permits issued during 1910 was $392,040, as compared with $423,885 in 1909, during which year the Postum Cereal Company, the Seeley Manufacturing Company and the Lufkin Rule Company permits were valued at $120,000. Wholesale and retail merchants report trade twenty per cent. better than the same month last year.

CONDITION OF PARTICULAR TRADES.

With the exception of bricklayers the building trades were busy, and prospects look good. Electrical workers and linemen were busy. Blacksmiths, sheet metal workers and horseshoers were busy. Woodworking and furnishing trades were working full time. Printers and pressmen were very busy. Journeymen tailors were not very busy. Garment workers were very busy. Bakers, butchers, ice cutters, cigar and tobacco workers were fully employed. Leather workers were well employed. Barbers report a fair month. Clerks, hotel and laundry workers were busy. All lines of transport were busy. Unskilled labour was fairly well employed.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

As is usual at this season there is an over supply of unskilled labour. The

Algoma Steel Company's rolling mill for merchant bar and structural shapes commenced operations, running at present on day shift only. Trade has been quiet, the usual condition at this season. There were no changes in rates of wages and no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Fishing and mining.—Normal conditions prevailed.

Lumbering was brisk.

Manufacturing.—The various manufacturing plants were working full time on orders well ahead.

CONDITION OF PARTICULAR TRADES.

Normal conditions prevail in the various trades.

In an interview with General Manager Franz, of the Algoma Central Railway Company, it was learned that contracts for the final 42 miles of the Manitoulin and North Shore Railway would probably be awarded when the Board of Directors meet. The construction work will then be proceeded with and the line completed from Sudbury right through to the Manitoulin Island, with all dispatch, giving the Island the first railway in its history, which will be a great boon to the people. Asked concerning the developments on the Algoma Central Railway, Mr. Franz stated that they expected to be booked up with the main line of the Canadian Pacific Railway about the middle of the year, and then the Company's operations would be directed to the north country. They have at the present moment three survey parties operating north of the main line of the Canadian Pacific Railway, and they hoped by June next to have their estimates so far advanced as to be in a position to call for tenders for the construction of the road north from Hobon to the intersection of the Canadian Northern Railway and later on from there to the Grand Trunk Pacific Railway, eventually tapping the great inland sea, Hudson Bay. Do not be surprised if the Algoma Central Railway is the first railway to tap the northern seaboard.

DISTRICT NOTES.

The supply of unskilled labour was slightly in excess of the demand. As is usual at this season, most of the building trades were slack. At the annual municipal elections, by-laws were carried as follows: $30,000 for a new school; $34,000 for new sewers; $30,000 for new sidewalks; and for the appointment of a park commission.

PORT ARTHUR AND FORT WILLIAM, ONT., AND DISTRICT.

Mr. F. Urry, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was quiet in all branches, as is usual at this season of the year. There have been no new works opened in the district, but a number of men—nearly three hundred—have been employed on the dry-docks. It was hoped that work would be started on three vessels waiting to be repaired, but before the dock could be put in readiness the ice was too thick to move the vessels. This will mean early work for a number of men in the spring, and as there is a large number of experienced ship carpenters in the two cities much skilled labour will be employed. Business transactions have been normal. There have been no changes in rates of wages, and conditions in labour circles are quiet. Many men have gone into the tie camps in the bush, and there is a steady demand.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The Mayor of Port Arthur has taken up the matter of colonization roads with the Provincial Government, which is the great need of this district for the development of agriculture. Many small lots of land have been sold in the vicinity of the cities for market garden purposes. The settled land in the district, is beginning to send in farm products, and at the recent rate of development and with the advent of better roads these cities would receive a great deal of their food supply from settlers.

Mining.—A scheme is on foot to develop the low-grade ores around these shores. It has been successfully demonstrated at the blast furnace at Port Arthur that pig iron second to none can be smelted from these ores, and with this success in blasting, this district should become a manufacturing centre for western trade. With this idea in mind, the Boards of Trade of the two cities and the citizens generally, are awakening to the importance of this industry, and of the immense wealth in low-grade ores at their doors.

CONDITION OF PARTICULAR TRADES.

All the building trades were quiet; most of the buildings were finished at the close of last year, and only a few carpenters and painters have been employed. With the close of navigation and the building trades idle, all other trades are naturally quiet. At Fort William a number of carpenters have been busy on scow building and repairs to tugs, &c. The linemen and electricians on the street railways have been kept steadily employed. The printing trades have had a steady month, not as busy as last month, but as busy as the corresponding period of last year. Teamsters and their teams have gone to the lumber camps for the most part. The rate of pay for teamsters in the city was advanced 10 cents per hour last November. The city contracts for this year have not yet been let.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During January the demand for labour was better than in the same month a year ago. There was a steady demand for labourers for cordwood and lumbering operations. Blockades on the railways also created a demand for men to clear the right of way. Business has been dull both in respect of retail and wholesale branches, but at this season this is usual. Bank clearings showed an advance of nine per cent. over the total for January, 1910. Financial institutions issuing reports have, generally speaking, had an excellent year. The City Council of Winnipeg has arranged for the building of several lengthy conduits for carrying the cables of the new electrical distribution system. At the beginning of the year about thirty employés of the Manitoba Clothing Company returned to work, after being on strike since December 22, 1910. The cause of the strike, as reported last month, was requiring union hands to make uniforms for the Winnipeg Electric Railway Company, whose employés at that time were on strike. When the latter dispute was settled the employés of the Manitoba Clothing Company returned to work on an open shop understanding.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—On account of the bad condition of the rails, as well as the railway tracks through blizzards, deliveries of grain have been very light. The prices of wheat advanced up to a parity with those of Chicago. This is said to be caused by the prospective placing of wheat upon the list for free admission into the United States.

Building.—There still continues to be employed a large number of men upon new buildings. The bulk of the work is interior. Prospects for a large amount of building during the present year appear to be bright. The architects are reported to be very busy preparing plans for many new structures.

Railway construction.—An important announcement was made by Mr. William Whyte, Vice-President of the Canadian Pacific Railway Company, to the effect that alterations to the present repair shops would be started immediately, and that provision would be made for the employment of one-third more men than at present. During the present year also the new shops of the National Transcontinental Railway will be completed, and will have to be manned.

BRANDON, MAN., AND DISTRICT.

Mr. E. Fulcher, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions were quiet, although January of the present year will compare very favourably with the corresponding month of previous years. There were a number of idle men, though the stormy weather has created a demand for snow shovellers to keep the railway tracks clear. The severe weather practically closed down outside building operations, but plasterers, carpenters and joiners were busy finishing in the large business blocks erected in the fall.

The Manitoba Royal Commission on Technical Education and Industrial Training held sessions here on the nineteenth and twentieth of the month. Much evidence was secured from mechanics and employers as to the necessity of technical schools in the city.

Building permits were issued during 1910 for the sum of $933,349.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—The Hanbury Manufacturing Company, the McDiarmid & Clark Company, the Manitoba Windmill & Pump Company, and the Brandon Implement Manufacturing Company were still working full time.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were very dull. Carpenters and joiners were busy. Plasterers, plumbers and steam fitters were busy. Builders' labourers were dull. Machinists and linemen were busy. The printing trades were busy. Cigar makers were active. Railway transport was busy. Unskilled labour was active.

REGINA, SASK., AND DISTRICT.

Mr. W. B. McNeil, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour throughout the month has been to a great extent idle, especially in the building trades, where, owing to the severe weather, combined with an abundance of snow very little work has been accomplished. The prospects for the coming year are brighter than twelve months ago. The plans for various warehouses, business blocks, &c., were being called for, and judging by the descriptions of them, and combined with the Dominion Exhibition which is to be held this year in Regina, this year should excel all previous years in the history of Regina. There has been a slight falling off in wholesale trade, but this is usual at this time of the year.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—The output of the local soap factory continues to be on the increase; evidence of this being noted by the ever-increasing staff to handle the product; and it is anticipated by the Company to again add to its enormous plant this year.

Railway construction and employment.—Preparations are now being made for an early start in the various branch lines about Regina, in fact throughout the province.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons have had a quiet month, though there is considerable work for them; the weather, however, is decidedly against them. Carpenters and joiners were quiet, only a small percentage being able to find employment on buildings which are nearing completion, and those that were closed in before winter set in. Lathers and plasterers, painters, plumbers and steam fitters were not in much demand. Builders' labourers were fairly well employed. Blacksmiths and horseshoers were very active. All of the printing and allied trades experienced a fairly active month, as also did the journeymen tailors and garment workers. Bakers and confectioners, butchers and cigar makers were busy. Barbers were fairly well employed, also clerks, stenographers and delivery employés. Hotel and restaurant employés were quiet. Unskilled labour has found much employment in clearing snow.

MOOSE JAW, SASK., AND DISTRICT.

Mr. John Backus, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

As is usual at this time of the year the supply of labour exceeds the demand, but the condition of the labour market generally compares quite favourable with any previous year. There is nothing in the way of marked distress in the city. A more than usually large number of men are being employed finishing the many new buildings that were covered in before the hard weather set in. Consequently, finishing carpenters, lathers and plasterers have been fairly well employed.

Retail trade has been fairly brisk during the month, although complaints were heard in some quarters. A bank clearing house was established in the city during the month. The plant of the Times Printing Company was destroyed during the month and damage to the extent of $30,000 resulted. The prospects for the coming year are that there will be great activity in the erection of new buildings.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather has been very severe during the past month, but much needed moisture, in the way of snow, has fallen, and a zero temperature has for the most part prevailed. Grain receipts have been fair in volume, but many bad storms have interfered with the movements of farmers.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons have been quiet, the weather being too severe to admit of outdoor labour. Carpenters, lathers and plasterers have been fairly active for the time of year. Electricians have been fairly busy. Machinists, engineers, blacksmiths, iron workers have all been well employed. Printers and allied workers have been exceptionally busy. Railway transport has been active. There has been no idleness among store employés. Laundry workers, hotel employés, stenographers, office hands have all found steady work, with the supply, however, fully equal to the demand.

SASKATOON, SASK., AND DISTRICT.

Mr. A. B. Jones, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market for the past month remained much the same as in the previous month, all the building trades being at a standstill. The heavy snow falls have made considerable work for unskilled labourers, and the cutting and packing of ice has also helped out considerably. Not very much improvement is looked for until spring opens. The railway companies are experiencing difficulty in keeping their lines opened, owing to the heavy snow drifts and severe weather, thereby retarding transportation to a very great extent, shippers not caring to send out goods until the lines are opened.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Returns made to the Government show that the thirteen creameries throughout the province manufactured 769,500 pounds of butter during 1910.

Manufacturing.—The sash and door factories have completed their season's work and have closed down for the winter. The Saskatoon Milling Company is still very busy.

CONDITION OF PARTICULAR TRADES.

All buidling trades were slack. Machinists, blacksmiths and electrical workers were active. The printing trades were fairly well employed. Journeymen tailors also were well employed, but ice cutters busy. Cigar makers were very slack. Leather workers and saddlers, barbers, hotel, restaurant and theatre employés were fairly busy, and clerks, stenographers and laundry workers, busy. Railway employés, freight handlers, carters and draymen had fair employment, but unskilled labour was out of work.

CALGARY, ALTA., AND DISTRICT.

Mr. George Howell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during the month was quiet, owing to the severity of the weather. The printing trades were very busy, many printers having to work overtime. There are a number of unemployed among the stonecutters and unskilled workers. The City Council is considering the advisability of building street railway cars, and establishing a municipal paving plant, a municipal tailor shop and a labour bureau. The city engineer reported that his department had during the past year laid 24½ miles of sewers, 18 miles of water mains, and 8 miles of concrete sidewalks. There was a very marked increase in the city's revenue for the last year, over the preceding year, *viz.*, for 1910, $1,103,000, as against $673,000 for 1909, an increase of 63·9 per cent. The municipal street railway made a gross profit for the year 1910 of $55,815, out of which the sum of $22,500 was set apart for the relief of taxes. The street railway employés for the month of December, 1910, got for the first time five per cent. of the profits as a bonus, which amounted to a little over $5 per man. Wholesalers and retailers report trade satisfactory; and to be much better as compared with the corresponding period of 1910.

The coming season is expected to be a very busy one for building employés. The John Dure Plough Company will erect a $60,000 warehouse. Contracts for the school board were let to the amount of $150,731. A new incinerator, at a cost of $70,000 will be erected, and it is likely that a new central fire station will be built at a cost of $75,000.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, lathers, plasterers, painters, decorators and building labourers had a quiet month. Iron moulders, iron workers and helpers, coremakers, machinists, engineers, electrical workers and linemen, blacksmiths, boiler makers, sheet metal workers and horseshoers report satisfactory conditions. Woodworkers and upholsterers had a fair month. Printing trades were very busy. Tailors were dull. Butchers, bakers, were fairly well employed. Leather trades were fair. Miscellaneous trades report trade satisfactory for time of year. Transport employés on the whole were fairly well employed. Unskilled labour was very dull.

EDMONTON, ALTA., AND DISTRICT.

Mr. P. C. Foley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During the latter part of December and January labour conditions were normal. Finishers had a good month, but during the latter part of the month outside men were unable to work, owing to cold weather. However, this has been one of the best seasons for many years for men engaged in the building line. Unskilled labour naturally has been idle during the month, but the month would compare favourably with the same period last year. In the general labour market there were no exceptional activities. Wholesale and retail merchants were busy with preinventory sales. There were no changes in the rates of wages or the hours of labour, neither was there any unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The Poultry and Pet Stock Association's annual show was held in this city. The show was an excellent one and well patronized. Many sales were made of the blooded stock during the show, and large prices were paid for some of the birds.

Lumbering.—Many of the lumbering companies sent large numbers of men to the woods during the past month. This was a favourable feature on account of so many men being thrown out of employment on account of the railways suspend-

ing the grading operations to a certain extent, until the weather opens up.

Railway construction has ceased to a large extent, but will be resumed as soon as the weather permits.

CONDITION OF PARTICULAR TRADES.

Necessarily the building trades have not had steady employment during this month. The inside finishers have had a profitable month. The printing and allied trades have been actively engaged during the past month. The clothing trades were unusually active, and the demand for woollens and furs has been above normal, owing to the continued cold weather.

LETHBRIDGE, ALTA., AND DISTRICT.

Mr. J. M. Ritchie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Owing to the severe winter weather all outdoor works were at a standstill. Last month labour was fairly well employed. The winter weather has stopped, for the present, work on various buildings and new factories. There was no activity in any of the trades, with the exception of coal mining.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The West Lethbridge Farmers' local union sent a delegate to a convention of farmers held lately in Calgary.

Manufacturing.—Planing mills and local iron works were not busy.

Mining.—All of the coal camps were busy. The recent snow storms kept back the shipment of coal, otherwise the mines were busy.

Railway construction.—It is stated that when the spring opens up the Lethbridge-Weyburn railway line will be commenced from the Lethbridge end.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons have been idle during the month, there being no inside work going on. Painters, plumbers and stonecutters were not busy. Builders' labourers were slack. Printers were very busy. Pressmen were well employed. The two job print shops were well employed. Bakers and confectioners were busy. Butchers were well employed. Ice cutters were busy. Cigar makers were busy. Barbers, clerks, stenographers and laundry workers were very busy. Unskilled labour was very dull.

DISTRICT NOTES.

A traffic bridge across the Belly river, 5 miles north of Lethbridge, is proposed, to connect Diamond City and country north. The City of Lethbridge is considering what portion of the cost it will bear, along with the Alberta Government, and district served. An electric railway will run over the route.

NELSON, B.C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market throughout Kootenay district in January was quiet. The supply of both quartz and coal miners slightly exceeded the demand. Owing to a snow blockade throughout the Crow's Nest Pass district, preventing the railway companies from moving coal trains for about a week in early part of the month, the coal miners lost about ten days employment. This, with slack work in general, gave the coal miners a poor month. The supply of men for the lumber woods also exceeds the demand. The inland revenue returns for 1910 showed an increase of $3,418.30 over those of the previous year. The figures were $31,464.18 for 1909, and $34,882.48 for 1910. The Customs returns for the Port of Nelson give an increase of $9,876.54 over 1909; the total for 1909 was $93,396.32, and for 1910 was $103,272.86.

The Athabasca, a free-gold mine situated near Nelson, reports a strike of ore in which the gold is plainly visible. The

Granite-Pooman group of gold mines, situated on Eagle Creek, near Nelson, has been reorganized under the name of Kootenay Gold Mines, Limited, capitalized at $250,000. It is proposed to increase the capacity of the present stamp mill and install a cyanide plant at an early date to handle the increased tonnage.

During 1910 there was milled at the Queen mines stamp mill between 12,000 and 13,000 tons of ore of an average value of between $12 and $13 per ton, and some 1,300 to 1,400 feet of development work was done. A rich strike of silver-gold ore is reported to have been made at a depth of 50 feet in a shaft which is being sunk on the Bluebird Mine, in the south belt at Rossland, B.C.

The Nelson Trades and Labour Assembly, with ten local unions in affiliation, was organized on December 30 last, when twenty-one delegates met in the Miners' Union Hall. The unions taken into affiliation were Miners, Electrical Workers, Bartenders, Barbers, I.W.W. Brotherhood of Carpenters, Amalgamated Carpenters, Brewery Workers, Machinists and Locomotive Firemen.

The first annual shareholders meeting of the Citizen's Co-operative Association, Limited, held on twentieth instant, in the Miners' Union Hall, at which about eighty shareholders were present, showed grounds for satisfaction; it was decided that a seven per cent. dividend should be declared.

NEW WESTMINSTER, B. C., AND DISTRICT.

Mr. J. P. McMurphy, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Outdoor work has been particularly at a standstill owing to the severe weather, which, arriving unexpectedly, found people unprepared and almost completely paralized outdoor industries. The river was frozen over for nearly a week, leaving the greater number of upriver and downriver points, depending upon the river for transportation facilities, cut off. This affected the merchants of the local market not a little and in some instances sent prices soaring. Owing to the frost and snow the sewer and construction work had a decided set back, but in a few days activity in these lines will be resumed. At present there is a considerable number of idle men, principally labourers and carpenters, but in these lines there is promise of great activity in the spring.

The British Cloumbia Electric Railway Company reported that the success of their Chilliwack line has been beyond expectations. They have recently instituted an entirely new and speedier mail service between Chilliwack and the coast and this has proved of great advantage to local commerce. The dredge *King Edward* is about to commence work on the filling up of some thirty-five acres of low lying land on the south side of the Fraser river bridge. This will be used for the yards of the British Columbia Electric Railway.

Recent reports indicate that the Canadian Northern Pacific Company has its construction work well under way on the lower mainland section from Port Kells, eight miles east of Port Maine, to Popcum, a distance of over fifty miles. A provisional contract has been awarded to the Northern Construction Company for grading another twenty miles of line from Popcum to Hope.

Work has already commenced on some of the buildings and the wharf to be built for a firm of Winnipeg capitalists about to start a brick yard on the north shore of Pitt Lake. The Company expects to have everything in perfect running order before the first of May.

At a recent meeting of the City Council it was decided, without a dissentient voice, to adopt the eight-hour day in all civic departments where it is not already in force, as soon as possible.

For the first time in this city's history labour is being directly represented in civic affairs. Mr. Dodd and Mr. Campbell as Aldermen and Mr. R. A. Stoney as school trustee, being elected out of six candidates nominated by the Trades and Labour Council.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers and plasterers are fairly active. Paperhangers, plumbers and steamfitters active, while builders' labourers were quiet. Iron moulders and helpers are busy, machinists and engineers were quiet. Electrical workers and linemen were active. Blacksmiths were busy, with shipbuilders, shipwrights and caulkers quiet, while sheet metal workers and horseshoers were active. Woodworkers, upholsterers, varnishers were fairly active, while car builders were busy. Printers and pressmen were all working, as were journeymen tailors and boot and shoe workers. Bakers, butchers and meat cutters were fairly active, and cigarmakers busy. Barbers, clerks, stenographers, delivery employés and restaurant employés were busy. Railray employés were active, while steamboatmen were quiet. Street railway employés and expressmen were active.

VANCOUVER, B. C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Owing to adverse weather there were a large number of out-of-doors workers idle. No improvement in the building trades is looked for until spring. The coming season promises to be very active as large operations have already been planned. A continuance of the upward trend in prices for beef and the steadiness of all provision lines were the outstanding features of the local market.

The Trades and Labour Council appointed a committee to interview the Provincial Inspector regarding amendments needed to protect lives of employés engaged in electrical work. This season's halibut catch proved the poorest known on the coast.

Building Inspector Jarrett estimates that during the next twelve months $15,000,000 building permits will be issued. Mr. Dominic Burns has taken out a $400,000 permit to erect a building containing 260 offices. The Canadain Pacific Railway will build fifty residences on Shaughnessy Heights costing $750,000.

The real estate market was more active than last month. Interest seemed to have centred in outlying districts, namely, Delta and Coquitlam.

The City of Vancouver by a plebiscite of the ratepayers (1593 to 108) have accepted the proposal to annex the municipality of South Vancouver. The total assessment of the latter district is $13,500,000; its area is over 14 miles and its population about 30,000. Vancouver will thus have about 155,000 residents.

The following money by-laws were endorsed by the ratepayers on January 12:

The by-law annexing the Hastings townsite and District lot 301 were approved.

The plebiscite to (1) change the form of civic administration to that of a board of paid commissioners, and (2) to limit the height of buildings to 120 feet or 10 stories, were carried. The plebiscite to exempt from taxation the property of churches was defeated.

CONDITION OF PARTICULAR TRADES.

Typographical Union No. 226 entered into a three year agreement with The World Printing & Publishing Company. It provides that night workers will be paid $5.50 and day hands will receive $5.00. It further stipulates that a graduated decrease from a seven and one-half hour day to a seven-hour day will be carried out.

The old rate was six days of seven and one-half hours, $25.00; six nights, seven and one-half hours, $27.00. Thirty workmen were effected. The other newspaper offices decided to arbitrate with the Union. Local Union No. 88, International Stereotypers and Electrotypers' Union, has entered into a three years' agreement with the The World Printing and Publishing Company. It provides for a continuance of the eight-hour day and $1 a day raise all round. Foreman will receive $31; journeymen, $27; apprentices in first year, $9; second year, $12; third year, $15; fourth year, $18; fifth year, $21. Holidays to be charged time

and one-half. One apprentice on each shift. The foreman to be a member of the Union. Cigarmakers report trade exceptionally dull. Teamsters and expressmen report trade quiet on account of the weather.

VICTORIA, B.C., AND DISTRICT.

Mr. J. Chrow, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions in the labour market were similar to those prevailing during December. A fair amount of outdoor work was under way with more than enough help offering. This applies more particularly to unskilled labour and the building trades. It is expected that his year will be a good one for both unskilled labour and the building trades. The bank clearings for 1910 amounted to $91,567,074, an increase of $20,871,192 over 1909, of twenty-nine per cent. For the month of December, 1910, the clearings amounted to $10,184,074, an increase of $2,084,491 over December of the previous year, and $5,244,999 in excess of December, 1908. The total receipts from all branches of the post office in this city for the month of December were largely in excess of those of any previous December. The total receipts at the Victoria customs house during the past year over last year were $1,014,864.67. The total receipts for 1910 were $2,653,039.84, as compared with $1,638,175.17 the previous year. The greatest increase was in Chinese revenue, which showed an increase of nearly twice the total amount collected last year, and four times the amount of the previous year.

A Chinese branch of the Bank of Vancouver, and a branch of the Eastern Townships Bank, have recently been opened in this city. The Western Finance Company, of Victoria, has recently disposed of 200,000 acres of timber land to British capitalists for the sum of $2,000,000. Vital statistics compiled by the city health officer indicate excellent health conditions prevailing in this city during the past year. The death rate per thousand of the population for the twelve months was eight and one-seventh on an estimated population of 42,000.

During the last year the British Columbia Electric Company hauled on its local lines 5,441,754 passengers, compared with 5,093,509 in 1909, an increase of seven per cent. The gross receipts of the British Columbia Electric Railway Company for the year ending June 30, 1910, increased by thirty-one per cent., while the net earnings advanced nineteen per cent. The hotel trade during the last year has been the heaviest in the history of the city. The tourist traffic was exceptionally heavy during the summer and early autumn, and in reality was greater than that of 1909, when the Alaska-Yukon-Pacific Exposition was in progress at Seattle. At the municipal election held January 12, by-laws for the expenditure of $1,675,000 on waterworks and electric lighting were approved by the taxpayers. It was also decided that improvements shall be exempted from taxation; that the police and license commissioners shall be elected by the votes of the city; and that licenses shall be granted to none but hotels complying with the statutory requirements.

CONDITION OF LOCAL INDUSTRIES.

Mining.—The preliminary report of the Provincial Mineralogist has been issued. The estimated mineral production for 1910 is $26,183,505, the highest yet recorded in the history of mining in British Columbia. The best previous year was 1907, when the total was $25,822,568.

Railway construction.—The contract for 40 miles of the island division of the Canadian Northern Pacific Railway has been let. Construction will commence immediately, and the section must be completed within a year. It will require a large force of men to complete the work in the specified time.

CONDITION OF PARTICULAR TRADES.

Only about fifty per cent. of the building trades were steadily employed, plumbers excepted, who reported almost all

members employed. Employment was reported fair in the metal trades. Some men have been temporarily laid off in a few shops. In the ship building yards there is considerable repair work being done. Work was fair, with no idle men, in the printing trades. One of the shops was running day and night force. Work for unskilled labourers was above the average for this season of the year, but still there were many idle men. The prospects for the year are good.

NANAIMO, B. C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market in this district has not shown much change over last month. While outside work has been badly handicapped by weather, work in the coal mines, which is the principal industry in this district, has been pushed to full capacity, there being exceptional activity in the coal trade. Business men, wholesale and retail, report business as very good for the time of year. There have been no changes in rates of wages during the month.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The herring fishing, which is now drawing to a close, has been almost a failure this year, hardly any fish having come into the harbour.

Lumbering.—The saw mills in the district are running, but not on any extensive scale at present. The local saw mill, which has been closed for some months, has started up with a force of forty men, to be gradually increased. The equipment has been thoroughly overhauled and put in first-class condition. There was not much work in the logging camps.

Mining.—The coal mines of the district have been extremely busy during the month. The company in this city has started sinking a new shaft which will be about one thousand feet deep.

Railway construction and land clearing have been retarded by the exceptionally bad weather.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons have been unable to do much work during the month. The same applies to carpenters and joiners who have a good deal of work on hand. Lathers and plasterers were quiet. Painters and paperhangers have been fairly active on inside work. Plumbers report work as active. Builders' labourers have been quiet during the month. Blacksmiths and carriage makers report work active. Printers were active for the time of year. Teamsters and expressmen were also active. Unskilled labour has not done much out of the mines this month, as the sidewalk and sewerage work has been stopped until the weather moderates. There are a number of idle men in the district.

THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF JANUARY, 1911.

DURING the month of January an application was received in the Department for the establishment of a Board of Concilitaion and Investigation on behalf of the underground miners, machine men, drillers and muckers employed by the Wettlaufer Silver Mining Company, Limited, of South Lorraine, Ont. The number of employés affected was given as thirty-five directly and thirty indirectly.

Report Received.

During the month of January the report of the Board was received in the case of the dispute between the Grand Trunk Pacific Railway Company and its maintenance-of-way employés. The report was unanimous on all points except that of rates of pay, two schedules being submitted, one giving the rates recommended by the Chairman and the representative

of the men, and the other the rates recommended by the representatives of the Company.

Other Proceedings Under the Act.

In the application of the employés of the Wettlaufer Silver Mining Company, Limited, for the estabishment of a Board of Conciliation and Investigation it was stated that the dispute related to a proposed reduction by the Company in the wages of the men directly concerned of 25 cents per day, this reduction to go into effect on January 4, 1911. The number of employés concerned in this dispute was given as thirty-five directly and thirty indirectly.

A Board of Conciliation and Investigation was estabished by the Minister of Labour in this matter on January 26, Mr. Charles H. Lowthian, of Silver Centre, Ont., being appointed a member on the recommendation of the employés, and Mr. John Seward, of Cobalt, Ont., on the recommendation of the Company. At the close of the month the Board had not been completed by the appointment of a third member.

In the December number of the *Labour Gazette* reference has been made to an application of the employés of the Crow's Nest Pass Coal Company, of Fernie, B.C., for the establishment of a Board of Conciliation and Investigation to which were referred for adjustment certain matters in dispute between the parties concerned.

A Board was established by the Minister in this matter, on November 7, being constituted as follows: Messrs. W. S. Lane, of Fernie, B.C., and Clement Stubbs, of Bellevue, Alta., appointed on the recommendation of the Company and of the employés, respectively, and Sheriff I. S. G. Van Wart, of Calgary, Alta., Chairman, appointed by the Minister, in the absence of any joint recommendation from the foregoing members of the Board.

Early in the month of February the Department was informed that proceedings in connection with the investigation of this dispute had been postponed at the request of both parties concerned, but that the Board was expected to assemble on February 7.

I.—REPORT OF BOARD OF CONCILIATION AND INVESTIGATION IN DISPUTE BETWEEN THE GRAND TRUNK PACIFIC RAILWAY COMPANY AND ITS MAINTENANCE-OF-WAY EMPLOYÉS.

ON January 7 the Minister of Labour received the report of the Board of Conciliation and Investigation to which had been referred for adjustment certain matters in dispute between the Grand Trunk Pacific Railway Company and its maintenance-of-way employés.

The dispute in question grew out of a demand on the part of the employés for increased rates of pay and a revision of the rules of the current schedule. The number of employés concerned in this dispute was given as 1,000.

The Board which was appointed to investigate this dispute was composed as follows: Mr. J. W. Dawsey, of Melville, Sask., member appointed on the recommendation of the Company; Mr. W. T. J. Lee, of Toronto, Ont., member appointed on the recommendation of the employés; and His Honour Judge D. McGibbon, of Brampton, Ont., Chairman, appointed on the joint recommendation of the foregoing members of the Board.

The Board met at Winnipeg, on October 3, 1910, and continued to hold sittings until the nineteenth of October, having in the meantime made an inspection of the roads and of the conditions under which the employés were working, by going over the road from Winnipeg to Edmonton. The Board afterwards adjourned and met in Toronto, on December 12, concluding its work of investigation on December 22.

The Board was unanimous in its findings with regard to all points at issue except the question of wages. Two schedules were submitted on this point, one recommended by the Chairman and Mr. W. T. J. Lee, representing the employés, and the other recommended by Mr. J. W. Dawsey, representing the Company.

On January 23, the Department was informed that the report of the Board was acceptable to the employés concerned.

Report of Board.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:—

To
THE HONOURABLE
W. L. MACKENZIE KING, C.M.G.,
Minister of Labour,
Ottawa.

In the matter of a dispute between the Grand Trunk Pacific Railway Company and its permanent maintenance-of-way employés.

The Board of Conciliation appointed under the Act in this matter have the honour to report as follows:—

The Board met at Winnipeg, on the third day of October, 1910, and from the tenth to the ninetenth days of October, 1910, inclusive, having in the meantime made an inspection of the conditions of the road and of the conditions under which the employés were working by, going over the road from Winnipeg to Edmonton.

The Board afterwards adjourned and met in Toronto, on the twelfth of December, and continued in session up to and including the twenty-second day of December, 1910.

The members of the Board have been able to agree upon all the articles of the following schedule except the rates of pay.

The following rules will govern the employés of the Grand Trunk Pacific Railway, as set out further in section one thereof.

When additional positions of a like class are created, compensation will be fixed in conformity with that of similar positions as shown by this schedule.

This schedule will become and be effective as of the first day of December, 1910, and will not be changed unless on sixty days' notice by either party given between the first day of May and the first day of November of any year.

These rules will not take away any privileges that are now in effect with employés.

The schedule of rates marked "A" and attached hereto are the rates offered by the representative of the Company, and which he considers fair.

The schedule of rates marked "B" and attached hereto are the rates which the representative of the employés believes should exist and be paid by the Company, and which he considers fair.

The Chairman concurs in the position and rates as recommended by the representative of the men, feeling that from the evidence adduced before the Board that there should be an increase in the rates recommended by the Company's representative.

SEC. 1.—By permanent maintenance-of-way employés is meant employés who take their orders from the Road Masters and Bridge and Building Masters, and who have been in the maintenance-of-way service continuously for nine months or more, or who have had nine months' cumulative service during the two years immediately preceding, and same will hereinafter be referred to as employés. Labourers in extra gangs, unless those practically engaged all the year round will not be ranked as permanent employés.

SEC. 2—Ten hours shall constitute a day's work, excepting for track and bridge watchmen, signal men (except when employed as telegraph operators), pumpmen and pump repairers. When required to work in excess of these hours, time will be allowed for such excess at the rate of time and a half. Time and a half will be allowed on Sundays, Christmas Day and New Year's Day. Employés called for duty after having been relieved at 6.00 P.M., shall receive a minimum of four hours, and shall not be required to suspend work in schedule working hours to equalize overtime.

(*a*) Twelve hours will constitute a day's work for bridge watchmen, signal men, pump men and pump repairers. When required to work more than twelve hours, straight time will be allowed.

(*b*) In emergencies, employés will not be required to work more than twenty-

four hours continuously without a rest of eight hours.

(*c*) Employés detained when travelling on orders of the Company after regular working hours will be allowed straight time except when provided with boarding and sleeping cars.

(*d*) Foremen will be allowed straight time for wet days, provided they remain on duty.

(*e*) When the Company's interests do not suffer thereby, employés will be allowed, at their request, to quit work on Saturday during the summer months at 12.00 M. If required to work after these hours, overtime will not begin until 6.00 P.M.

(*f*) Employés transferred by the Company to construction work will not lose their seniority standing as employés.

SEC. 3.—Employés will be promoted hereafter on their respective Superintendent's division, in order of seniority, provided they are qualified. All employés shall be advised of vacancies or of any new appointments that may occur in the department in which they are employed, and their applications, if presented within ten days, will be considered. Employés may be transferred from one division to another for extra gang work, or on the opening of new lines, or when the necessary qualified men for maintenance-of-way work are not obtainable on the division.

(*a*) Employés refusing promotion become junior to employés accepting such promotion.

(*b*) An employé who is transferred to another department at his own request, or is transferred from the bridge and building department to the Road Master's department, or vice versa, will lose his seniority standing, but an employé transferred without his consent shall have the right of appeal.

(*c*) Employés leaving the service of the Company when their services are required, in the event of re-employment will rank as new men.

(*d*) A list of all employés will be prepared for each Superintendent's division, and such list will show seniority standing of each employé. The list will be revised from time to time to agree with length of service and promotions made and a copy will be furnished representatives of employés. They will be open for correction on proper representation by the employé to the head of his department.

(*e*) In the event of reduction in the number of men employed, those longest in service shall have preference of employment.

(*f*) The positions of track and bridge watchmen and signal men at crossings not interlocked are not subject to the general rules for promotion, being intended to take care of men who become unfit for other service.

SEC. 4.—No employé shall be suspended (except for investigation), or discharged, until his case has been investigated and he has been proven guilty of the offence charged, the decision in such case to be arrived at within ten days from date of suspension. If an employé be found blameless, he will be reinstated and paid at schedule wages for time lost, and will be reimbursed reasonable expenses, if away from home in such case. If detained more than ten days at Company's instance, awaiting decision, he will be paid schedule wages for all time lost in excess of ten days, regardless of decision reached. An employé may have the assistance of another employé during investigation, should he so desire.

A written statement setting forth the result of investigation and the reasons therefor, will, if requested, be furnished by the Company to the employé or employés affected.

(*a*) Should an employé at any time consider himself unjustly treated for any cause whatsoever, he shall be entitled to a fair and impartial investigation within thirty days from date of complaint by him to his superior officer, and a decision shall be given him in writing within ten days thereafter.

SEC. 5.—Leave of absence and free transportation will be granted to employés who are witnesses and members of duly appointed committees for the adjustment of matters in dispute between the Company and the employés within ten days after request in writing has been made on the proper officer.

SEC. 6.—Employés taken off their

regular sections temporarily to work on snow or tie trains, or other work, will be compensated for the boarding and lodging expenses they necessarily incur.

(*a*) Bridge and building employés taken from their place of residence or boarding outfits will be compensated for the extra expense they necessarily incur, not to exceed $1 per day.

(*b*) Section foremen or any other foremen taken from their gang for any reason for one or more days will be relieved of the duties of foremen during their absence, and the relieving foremen will be paid the rate of the foreman he relieves during the absence of the regular foreman, and be held responsible during the absence of the regular foreman.

(*c*) That a regular section foreman having his gang increased to over twenty men for fourteen days or over shall receive extra gang foreman's rates.

SEC. 7.—Employés required to attend and light semaphore and switch lamps will receive schedule rate of section men. When lamps are located at more than half a mile from the station, they will be attended to in regular working hours. Employés required to walk track or attend lamps on Sunday will be paid at the regular rate and one-quarter for the time so engaged. A suitable place will be provided for tending to all lamps.

SEC. 8.—The Company will keep the section house in good repair; the cost of repairs other than ordinary wear and tear will be charged to occupants. Regular section houses shall be for the use of section foremen and their families only.

(*a*) Where water is transported for use of section gang, good water will be provided. Where water is not supplied by the Company it will be procured on the Company's time.

(*b*) Employés shall not be required to do scavenger work, except such as pertains to their quarters and at such stations as cannot otherwise be taken care of.

(*c*) The Company will provide suitable houses for pumpmen; until such houses are provided pumpmen shall receive $5 extra per month.

SEC. 9.—The employés will be granted leave of absence when consistent with the carrying on of their work and be given transportation in accordance with the current pass regulations.

(*a*) As far as practicable, employés will be afforded the opportunity of visiting their place of residence, and furnished transportation when requested from proper authority, and when it will not interfere with the Company's business.

(*b*) Employés will be granted free transportation and leave of absence to attend their meetings, but such free transportation will not extend over more than 300 miles, and leave of absence will not exceed two days, and will only be granted when it will not interfere with the service and when the Company will not be put to any expense thereby.

SEC. 10.—All bridge and building employés in the service of the Company at the date of this schedule becoming effective shall rank as permanent employés.

SCHEDULE "A".

RATES OF PAY.

Trackmen:	
Sect. Foreman at all points	$75.00 per month.
Asst. Sect. Foreman in yards	2.55 per day
Sect. men in all first and second class yards	1.75 "
Sect. men at all other points	1.70 "
Foreman of extra gangs	$2.55–3.55 "
1st Asst. Foreman, extra gangs	2.65 "
2nd Asst. Foreman, extra gangs	2.55 "
Snow plough foreman and flanger foreman when called for duty	.33 per hour
Employés working in snow plough or flanger when called for duty	.17½ per hour
Signal men at level crossings	1.50 per day.

Bridge and building men:	
Yard and Shop Foreman	$ 3.50–$3.55 per day.
Asst. Yard Foremen	2.75 per day.
Foremen Carpenters	.40 per hour.
Carpenters	.25–.35 per hour.
Bridgemen	2.25–2.90 per day
B. & B. Labourers	1.75 per day
Bridge Watchmen	55.00 per month.
Foremen Painters	3.50–4.00 per day
Painters	2.50–3.00 per day.
Pump Repairers	85.00–100.00 mo.
Pumpmen (1, 2 or 3 pumps)	50.00–65.00 "
Single pumps where two men are employed	50.00 per mo.

NOTE.—Foremen charged no rent, and fuel with stoves for all purposes furnished free when occupying combination stations.

SCHEDULE "B".

RATES OF PAY.

Trackmen:	
Sect. Foremen at Westfort, Transcona, Edmonton & Melville	$3.20 per day.

Sect. Foremen at Rivers, Watrous, Biggar & Wainwright	3.00	"
Sect. Foremen at all other points	2.88	"
Asst. Sect. Foremen in yards	2.88	"
Sect. men in all first and second class yards	2.00	"
Sect. men at all other points	1.90	"
Foremen of extra gangs	3.55–3.95	per day.
1st Asst. Foremen extra gangs	2.85	"
2nd Asst. Foremen, extra gangs	2.75	"
Snow plough foremen and flanger foremen when called for duty	.43	per hr., expenses additional.
Employés working in snow plough or flanger when called for duty	.25	per hour, expenses additional.
Signal men at level crossings	1.65	per day.

Bridge and building men:

Yard and Shop Foremen	$4.15	per day.
Asst. Yard Foremen	3.15	"
Foremen Carpenters	4.00	"
Carpenters	3.00–3.50	per day.
Bridgemen	2.40–3.00	per day
B. & B. Labourers	2.05	per day.
Bridge Watchmen	60.00	per month.
Foremen Painters	4.00	per day
Painters	2.75–3.15	per day.
Pump Repairers	93.00	per month and expenses, while away from headquarters not to exceed $1.00 per day.
Pumpmen (1 pump)	$55.00	per month.
Pumpmen (2 pumps)	65.00	"
Pumpmen (3 pumps)	72.50	"
Single pumps where two men are employed	60.00	"

Dated at Toronto, December 22, 1910.

(Sgd.) J. W. DAWSEY, *For the Company.*

(Sgd.) W. T. J. LEE, *For the Employés.*

(Sgd.) D. MCGIBBON, *Chairman.*

REVIEW OF PARLIAMENTARY PROCEEDINGS AFFECTING LABOUR DURING JANUARY, 1911.

IN the December number of the *Labour Gazette* reference has been made to the introduction in the House of Commons by Mr. Alphonse Verville (Maisonneuve) of a Bill respecting Hours of Labour on Public Works. This Bill was somewhat similar in its terms to one introduced by Mr. Verville in the House of Commons in the session of 1909-10, and referred during that session to a special Committee which was favoured with the views and suggestions of a number of witnesses, representing employers and employés respectively.

In moving the second reading of the Bill on December 15, Mr. Verville explained that it was his intention to propose in Committee of the Whole certain amendments thereto. Mr. Verville added that he was not so much concerned in the classes of works to which this law should apply at the outset as he was to secure the adoption of the eight-hour principle, which could later be extended to other industries. The Bill was thereupon read a second time and was considered in Committee of the Whole House on the same evening, when Mr. Verville outlined the scope of the amendments which it was his intention to offer.

During the Christmas vacation the Bill was reprinted as proposed to be amended in Committee of the Whole House, and was considered in Committee of the Whole on January 11 and January 15 respectively. The Bill passed Committee stage with certain amendments on January 15, and at the close of January stood for third reading.

Technical Education Commission.

In reply to an inquiry by Mr. George Taylor (Leeds) in the House of Commons on January 16, the Minister of Labour stated that it was expected that the Royal Commission on Industrial Training and Technical Education would present its report before the end of the present year. The Minister further stated that the Commission would first complete its inquiry in Canada and afterwards proceed to Great Britain, Europe, and the United States, where a study would be made of the systems and methods of technical education obtaining in these countries. The Commission would probably hold sessions in a few of the principal centres of Canada before completing its report.

Grand Trunk Railway Trainmen's Dispute.

On January 11 a return was made to the House of Commons on motion of

Mr. Northrup (East Hastings), comprising "copy of the agreement of settlement of the late strike between the Grand Trunk Railway Company and the conductors and brakemen, and all of correspondence, documents and papers relating thereto, or in consequence thereof, between the said parties, or between either and any person or persons authorized or professing to act for either, or between the Government or any Minister or Deputy Minister or other person on its behalf, and said parties, or either of them, or any person authorized or professing to act for them or either of them before, during or since said strike."

On February 2 a further return was made to the House of Commons on motion of Mr. Northrup, comprising copies of all correspondence, documents, etc., in relation to the above mentioned strike since November 29; also all papers relating to the reinstatement of men who had been on strike, and the appointment of His Honour Judge Barron by the Grand Trunk Railway Company to investigate the claims of former employés of this Company to reinstatement.

Springhill Strike.

On January 11 a return was made to the House of Commons on motion of Mr. Rhodes (Cumberland), comprising copies of all correspondence, reports, documents and papers relating to the strike of the employés of the Cumberland Railway and Coal Company, Limited, of Springhill, N. S., subsequent to January 14, 1910.

In the House of Commons, on January 30, inquiry was made by Mr. Blain (Peel) as to the present position of the strike at Springhill, N.S. In reply the Minister of Labour stated that the strike still continued although operations at the mines had been resumed. At the request of the local authorities some thirty members of the permanent corps were stationed in Springhill to assist in maintaining order.

The Explosives Act.

On January 11 the House approved of a resolution of the Minister of Mines declaring that it is expedient to regulate the manufacture, importation, storage, handling, testing and use of explosive material of every description. In a brief statement to the House with respect to this resolution, the Minister of Mines explained that there is in Canada at present no law regulating the manufacture of explosives. The increasing number of accidents from the use of explosives in Canada had, however, shown the need for legislation on this subject.

Continuing, the Minister said:—

"To demonstrate the necessity for a Bill of this kind, I will mention a number of accidents resulting from explosives during the last year, and some of which would in all probability have been, if not altogether obviated, considerably minimized in their results, had legislation such as that now proposed been in force. In British Columbia in March last, an explosion occurred on Bowen Island, resulting in five deaths. The accident occurred from using iron nails in packing dynamite and under strict regulations that practice would have been prohibited.

"On the National Transcontinental railway, in July last, 400 pounds of dynamite exploded near La Tuque, resulting in five deaths, and five or six persons being seriously injured. The statement was made at the time, that the workmen were endeavouring to open a can of powder with an axe, when it exploded and set off a long train of powder and dynamite. By the regulations to be provided under this legislation, the opening of cans of explosives with an axe or other iron implement will be prohibited.

"In May last, at Departure Bay near Nanaimo, an explosion resulted in five deaths, I think every workman in the factory at the time was killed. A quantity of nitro-glycerine and acid was being brought from the main building into the separator when the latter building blew up, killing all the men in the vicinity. The conditions which existed in this factory at the time would not have been permitted, under strict regulations.

"At Sand Point, in July last, there was an explosion in a powder factory, which resulted in three deaths and five being seriously injured. No precaution had

been taken in this factory to allow sufficient space between the factory buildings and under the proposed regulations it would not have been allowed to operate. Under the regulations contemplated, these factories will be licensed and the buildings must be erected with a view to their distance from roads and dwelling houses, as well as to the distance between the buildings. I have here a photograph of the Sand Point factory, and it shows six to eight buildings huddled together, all within two or three feet of each other. Such would not have been permitted in any country where there was a law regulating the manufacture of explosives. Last summer a very serious accident occurred in the Hull factory, by which eight persons were killed and some twenty or thirty seriously injured. Under such regulations as we propose to make, this factory would not have been permitted to operate. We provide in this Bill that applications for factory or magazine licenses shall be made in such form and manner as may be prescribed by regulation, and the application shall be accompanied by:—(a) a plan drawn to scale of the proposed factory or magazine, and of the lands and any buildings adjacent thereto, with the exact distance between the several buildings marked thereon.

"At the inquest held on persons killed by this explosion it was given in evidence that there was only a distance of 42 feet between the storehouse and the house in which the detonators were kept and only 15 feet between the latter and the magazine and the mixing house. Regulations governing distances between dangerous buildings will be issued under the proposed Bill, which will bring into force what is known in Great Britain as the distance tabels. These tables show the distance which must be maintained between danger buildings in all factories. During a period of thirty years, since the introduction of this distance table in Great Britain, no member of the general public has been killed, and no dwelling house has sustained any serious structural damage by an explosion in any factory to which these distances apply. The Bill is a very short one. Under it authority is taken to make regulations.

"The Bill has been prepared upon the recommendations of Captain Desborough, the Chief Inspector of explosives for Great Britain, who was invited by the Department of Mines to come to Canada to investigate the conditions here. He visited all the establishments for the manufacture of explosives in Canada. The Bill is very largely based on the English Act, which has been found to work very satisfactorily during the last thirty years, and we believe that under it the number of fatalities from explosives, where they are manufactured as well as where they are used on public works and in mines, will be very greatly reduced."

A Bill No. 79, based on the foregoing resolution, was introduced by the Minister of Mines on January 11, entitled: *An Act to regulate the manufacture, storage and importation of Explosives.*

In answer to a question in the House of Commons by Mr. Middleboro (North Grey) on January 25, the Minister of Mines stated that there were twenty-three factories in Canada in which explosives are manufactured. The Department was informed that at least twenty-five persons were killed by explosions in four of these plants in 1910.

AN ACT TO PROHIBIT THE IMPROPER USE OF OPIUM AND OTHER DRUGS.

IN the December number of the *Labour Gazette* reference has been made to the introduction by the Minister of Labour in the House of Commons on November 30, of a Bill to prohibit the importation, manufacture, sale or use of opium for other than scientific or medicinal purposes. As a result of further investigation by the Minister, the scope of this legislation was subsequently enlarged so as to comprehend a prohibition of the improper use of opium, morphine and cocaine, and to empower the Governor-in-Council to prohibit any alkaloid,

derivative or preparation of the foregoing. The Bill in this latter form was preceded by the adoption on January 19, in Committee of the Whole of the following resolutions:

Resolved, That it is expedient, in connection with Bill 22 now before this House, to provide for the prohibition of the importation, manufacture, sale and use of Opium for other than scientific and medicinal purposes; to empower magistrates to grant warrants, to search for Opium in any place in which it is suspected that Opium may be found, and to authorize the destruction thereof; to provide penalties for violations of the Act; and to empower the Governor-in-Council to make such regulations as are necessary.

Resolved, That it is expedient to provide for the prohibition of the sale and use of Cocaine and Morphine for other than medicinal or scientific purposes.

A Bill No. 97, entitled: *An Act to prohibit the improper use of Opium and other drugs*, based on the foregoing resolutions, was accordingly introduced by the Minister in the House of Commons on January 19, the purpose of which is to forbid under severe penalties, the importation, manufacture, sale or use of opium, morphine, and cocaine for other than scientific or medicinal purposes.

By section 3, of this Bill, it is provided that every person who imports, manufactures, sells, or has in his possession opium, morphine, or cocaine for other than scientific or medicinal purposes is liable, on summary conviction, to a fine not exceeding five hundred dollars and costs, or to imprisonment for a term not exceeding one year, or to both fine and imprisonment. By section 4, it is declared unlawful to smoke opium or to have in one's possession opium which has been prepared for smoking, and any person who, without lawful and reasonable excuse, is found in any room or house used for opium smoking is also made liable to punishment.

The provisions of this Bill against opium smoking will not come into effect until the first of July next, but the Bill in other respects will become operative from the date of its enactment.

By section 5 of the Bill provision is made for the strict regulation of the sale of opium, morphine and cocaine by both wholesale and retail druggists. It is declared in this section that a record must be kept of all sales, and that in the case of retail druggists the drugs in question shall only be sold upon the authority of a written prescription or order of a physician, veterinary surgeon, or dentist, and that any druggist who fails to keep a proper record of sales or who, without proper authority, uses any prescription on more than one occasion is liable to prescribed penalties. It is also declared that any physician signing a prescription or order for the filling of which opium, morphine, or cocaine is required, unless these drugs are intended for medicinal purposes or for the treatment of the individual for whom they are prescribed, is liable to prescribed penalties. Section 6, forbids the export of opium, morphine, or cocaine to any country which prohibits the entry of these drugs. Sections 7, 8 and 9 authorize the issue of search warrants for the search of any premises on which it is suspected that any of these drugs may be concealed, and for their destruction by order of any magistrate. The Governor-in-Council is empowered to make necessary orders and regulations for the use or sale of opium, morphine, or cocaine for scientific purposes, also for carrying out the intention of the Act. By section 14 power is given to the Governor-in-Council to apply the prohibitions and regulations prescribed in this Act to any alkaloids, derivatives or preparations of opium, morphine, or cocaine as the Governor-in-Council may see fit. Chapter 50 of the Statutes of 1908, known as the Opium Act, is repealed, its purpose being more fully covered by the present Bill.

The Minister of Labour, in presenting the Bill for second reading, pointed out that the subject with which it dealt was one not alone of domestic but of international importance. In this connection reference was made to the resolutions in favour of the suppression of the opium habit and of the opium traffic which were adopted by an International Conference,

at which Canada was represented, in Shanghai in 1909. At this same conference a resolution was also adopted declaring that the unrestricted sale of morphine constituted a grave menace and urging upon all Governments that measures should be taken to control the manufacture, sale and distribution of this drug.

The Minister explained that as a result of the legislation adopted by the Parliament of Canada in 1908, the manufacture of opium in Canada has been completely suppressed. The importation of opium into Canada has, however, continued in spite of police vigilance. One of the objects of the present measure is to make more effective the regulations in this respect.

The prohibition of the importation, manufacture, sale and use of cocaine for other than scientific and medicinal purposes is based on representations which have been made to the Dominion Government from Montreal and elsewhere respecting the prevalence of the cocaine habit in certain centres and the deplorable results which have already attended the growth of this habit.

The Minister of Labour stated that he had received a letter from Mr. Archibald, Dominion Parole Officer, in which it was stated that twelve to fifteen per cent. of all the young persons with whom he came into contact in the penitentiaries of Canada attributed their downfall to drugs. Mr. Archibald added that if a complete census were made of the prisons he would not be greatly surprised if the actual percentage was found to exceed twenty-five per cent. The Minister referred also to a communication which he had received from the Chief of Police of Montreal in which it was stated that during the last six months the police of that city had made over 125 arrests of persons for selling or using cocaine. Recorder Dupuis, of Montreal, was quoted in the *Montreal Witness* as having asserted that the misuse of cocaine had become a social plague which had already spread to such an extent that it was time for society to take marked notice. Alcoholism and morphine were, in his opinion, nothing to cocaine. Judge Leet, of Montreal, was also quoted as of opinion that the improper sale of cocaine should be made a criminal offence. A great deal had appeared in the press of Montreal regarding the prevalence of the cocaine habit in that city, and it had also been stated in the Ottawa *Evening Journal* of July last that the cocaine habit had a grip on Ottawa. The Canadian Pharmaceutical Association, at its last annual meeting in September, had adopted a strong resolution urging upon the Federal Parliament the imperative necessity for legislation to prohibit or control the sale of all habit-forming drugs and narcotics throughout Canada. Mrs. Henderson, Probation Officer of the Children's Aid Society of Montreal, who had made a special study of the cocaine habit and who was entitled to the chief credit for the agitation against cocaine in Montreal, had informed the Minister of Labour that she had herself met as many as fifty or sixty little boys and girls within the same day all of whom had acquired the cocaine habit to some degree. Mrs. Henderson had also said that cocaine was distributed among school children in order to foster the habit among the boys and girls.

Continuing, the Minister observed that since it had become known that it was his intention to introduce a Bill relating to cocaine he had received, unsolicited, a large number of communications from Montreal expressing the hope that this measure would become law. In this connection the Minister alluded to communications which had been received from Mayor Guerin, of Montreal, His Grace the Archbishop of Montreal, the Anglican Bishop of Montreal, the Recorder of Montreal, the Protestant Ministerial Association of Montreal, the Baptist Ministerial Association of Montreal, the Montreal Congregational Council, the Baptist's Young People's Union of the Province of Quebec, the Clerical Association of Montreal, the Montreal Women's Club, the University Settlement of Montreal, Professor Welsh of the Montreal Protestant College, the Young Men's Christian Association of Montreal, the Dominion Alliance for the total suppression of the liquor traffic, the Pharmaceutical Association of the Province of Quebec, the

Royal College of Dental Surgeons of Ontario, and the Local Council of Women of London, Ont.

In moving the second reading the Minister emphasized the fact that in this legislation Canada was not merely helping herself but was also taking part in a world-wide movement which was engaging the attention of the Congress of the United States at the present time. The present Bill belonged to the same class as the Bill for the prohibition of the use of white phosphorus in the manufacture of matches, which he had had the privilege of introducing a few evenings before. The Minister stated that what was sought in legislation of this kind was the conservation of human life and of human well-being. A great deal had been said about the conservation of our natural resources. But natural resources were given to man for the use of man and not for the destruction of human life. The first of our natural resources are the health and welfare of our people, and it is to keep these intact and to help to build up in Canada a strong, a healthy, and a moral people, that the Government brought forward this legislation and believed that it would pass the House without any opposition.

Mr. Doherty (St. Anne's) expressed his hearty sympathy with the object of this legislation, which received second reading with the unanimous consent of the House. The measure was considered, clause by clause, in Committee of the Whole on the same day, several minor amendments being made therein as the result of suggestions offered by various members of the House. The Bill received third reading in the House of Commons on January 31.

AN ACT TO PROHIBIT THE MANUFACTURE AND IMPORTATION OF MATCHES MADE WITH WHITE PHOSPHORUS.

A BILL entitled: *An Act to prohibit the manufacture and importation of Matches made with White Phosphorus*, was introduced by the Minister of Labour in the House of Commons on November 24, to which reference has already been made in the December number of the *Labour Gazette*. It was subsequently decided that under the rules of the House of Commons the introduction of this measure should have been preceded by the adoption of a resolution in Committee of the Whole, respecting the expediency of such legislation. A resolution was accordingly submitted to the House of Commons, and was unanimously approved by that body on January 19. The resolution in question was in the following terms:—

"Resolved, That it is expedient, in connection with the Bill 10 now before this House, to provide for the prohibition of the manufacture and importation of matches made with white phosphorus; to empower the Commissioner of Patents on petition to fix terms for the use of any process patented at the time of the passing of this Act for the manufacture of matches without white phosphorus, other than matches intended to strike only on a surface specially prepared for the purpose; to provide for the inspection of any place where it is suspected that matches made with white phosphorus may be found; to examine any receptacle or place in which it is suspected that such mathces may be; to authorize the Governor in Council to make such orders and regulations as may be necessary; and to fix penalties for infractions of the Act."

In a statement of the House of Commons in support of the foregoing resolution on January 19, the Minister of Labour explained the scope of the proposed legislation for the prohibition of the use of white phosphorus in the manufacture of matches in Canada, also for the prohibition of the importation of matches made with white phosphorus. In doing so, the Minister outlined the reasons which had prompted the introduction of this resolution and the objects which it was hoped that the resulting legislation would accomplish.

The Minister explained at the outset that the proposed legislation was not

intended to embarrass any existing industry in Canada, but was aimed exclusively at the stamping out of a disease known as phosphorus necrosis or phosphorus poisioning, and sometimes referred to as "phossy jaw," which attended the use of white phosphorus in the match-making industry. This disease was one which had existed for a great many years in Europe, and one country after another had found it necessary to adopt legislation for the protection of those employed in the match-making industry.

The following description of this disease, said the Minister, had been given by Dr. Thomas Oliver, physician to the Royal Infirmary, Newcastle-upon-Tyne, in the course of a report to the British Government in 1899 on the use of phosphorus in the manufacture of lucifer matches: "The malady that is dreaded is phosphorus necrosis. The presence of decayed teeth predisposes a match maker to the disease, for the phosphorus fumes penetrate carious teeth and readily induce a periostits or acute inflammation of the covering of the jawbone. The gum becomes swollen, and both it and the jawbone painful. Sooner or later pus forms, and although the tooth, or the teeth, are extracted, the pain continues, but in a less severe form. The inflammation gradually extends to the bone, which undergoes a process of slow destruction. For months pus keeps oozing out into the mouth in minute quantities, some of which is swallowed, and tends to induce chronic toxæmia. By means of the use of antiseptic mouth washes the morbid process gradually ceases by a piece of dead bone being thrown off, or the decayed bone is removed by surgical operation, when the patient recovers with or without facial deformity."

The disease had also been recently made the subject of a very full and complete investigation in the United States by Mr. John J. Andrews, Secretary of the American Association for Labour Legislation.

The Minister explained that as a result of experiment a substance known as sesquisulphide of phosphorus was discovered by two French chemists, which was a safe and serviceable substitute for white phosphorus in the match-making industry. Sesquisulphide of phosphorus was accordingly adopted in France. The use of white phosphorus in match factories had already been discontinued in a number of other European countries, and in 1906 an International Conference was convened in Berne, Switzerland, in connection with which an International Convention was drawn up providing for the prohibition of the importation and manufacture of matches made with white phosphorus. The Convention in question was accepted at the outset by Germany, France, Holland, Switzerland, Denmark, Luxembourg and Italy. The British Government did not see its way clear to become a party to this agreement at the outset and adopted instead strict regulations with the object of preventing, if possible, the occurrence of phosphorus necrosis in the match factories of the United Kingdom. In 1908, however, the British Government, finding these regulations insufficient, gave its adherence to the Convention, and adopted effective legislation to this end. Since that time the following British possessions had also adhered to the Convention:— The Orange River Colony, Cyprus, British East Africa, Gibraltar, Malta, Mauritius, Scychelles, Southern Nigeria, Leeward Islands and Fiji; also the following French possessions: The Somali coast, Reunion, Madagascar, Madagascar and its dependencies, the French settlements in Oceania and New Caledonia, Tunis and the Netherlands Indies.

On December 6 last, the President of the United States sent a message to Congress in which he said: "I invite attention to the very serious injury caused to all those who are engaged in the manufacture of phosphorus matches. The diseases incident to this are frightful, and as matches can be made from other materials entirely innocuous, I believe that the injurious manufacture could be discouraged and ought to be discouraged by the imposition of a heavy federal tax. I recommend the adoption of this method of stamping out a very serious abuse."

Legislation to this end, said the

Minister, has accordingly been introduced in the United States House of Representatives and is now under consideration by that body. Prior to the presentation to Congress of the President's message above referred to an investigation was made into the subject of the use of white phosphorus in the match factories of that country by the Committee on Interstate and Foreign Commerce of the House of Representatives. In connection therewith a letter was written on March 15, 1909, by O. C. Barber, Vice-President of the Diamond Match Company, which controls the patent for the use of sesquisulphide of phosphorus in the United States, stating that that Company was willing to permit the use of sesquisulphide in the manufacture of matches by other manufacturers on equal terms with the Diamond Match Company itself.

On learning of this communication the Minister of Labour addressed a communication to the President of the Diamond Match Company to ascertain whether the latter would be willing to grant the use of sesquisulphide of phosphorus to match manufacturing firms in Canada on as liberal terms as have been offered in the United States, the patent for this substance in Canada being controlled by the Diamond Match Company. In his reply, under date of January 11, 1911, Mr. Edward R. Stettinius, President of the Diamond Match Company, said:—

"The fourth section of the English White Phosphorus Act provides that any person who is manufacturing or proposing to manufacture matches may present a petition to the Board of Trade praying for the grant of a compulsory license, etc. So far as we, as owners of the Canadian patent are concerned, we would be quite satisfied with a similar proivsion in the Canadian law."

Since the receipt of the foregoing, the Minister had also received a letter from the Secretary of the American Association for Labour Legislation containing the information that the Diamond Match Company had assigned its patent for the use of sesquisulphide to three trustees, namely: Prof. E. R. A. Seligman, of Columbia University, Commissioner Chas. P. Neill, of the United States Bureau of Labour, and Attorney Jackson Ralston, attorney for the American Federation of Labour, Washington, D.C., with full power to deal with future applicants for the patented formula on any basis that they think proper.

Continuing, the Minister of Labour explained the circumstances under which the British manufacturers of matches had themselves appealed to the Home Office to adopt legislation for the prohibition of the use of white phosphorus in that industry, and in this connection referred briefly to the debates in the English Parliament on the adoption of the White Phosphorus Matches Prohibition Act, 1908.

When Great Britain became a party to the Berne Convention above referred to a communication was addressed by the Secretary of State for the Colonies to the Governor-General of the Dominion, informing him of that fact and inquiring whether the Canadian Government would desire to join the United Kingdom in this matter. A further despatch from the Colonial Office on the same subject was received in August of last year.

Following the receipt of these communications of the British Colonial Office respecting the adhesion or non-adhesion of Canada to the International Convention letters were addressed by the Deputy Minister of Labour to the various Provinces to ascertain whether any legislation for the protection of workers in match factories existed in this country already; also to ascertain the extent of the match-making industry and the grounds which might exist for the adoption of any legislation on this subject. It was learned in this way that no such legislation exists in Canada, and that there are match factories in operation at Hull, Que., at Hampton, N. B., at Halifax, N. S., and one other in the Province of Quebec, whilst a factory is also beginning business in the Province of Onrtaio. It was also learned that white phosphorous is used in the manufacture of matches in all these factories.

As the result of inquiries by officers

of the Department of Labour it was discovered that a number of cases of white phosphorus poisoning have occurred in this country and that some of these cases are under treatment at the present time. The Minister referred, without mentioning names, to three deaths from phosphorus poisoning which occurred during the past year, and cited also six cases of phosphorus poisoning existing at the present time but which have not proved fatal. In dealing with this phase of the subject, the Minister said:—

"It is not a pleasant task to bring facts of this kind before the House, but I must say that when I came back from attending the conference at which this subject was being discussed these facts were put before me, and I felt that I would certainly be negligent in the duty that I owed to this country if I hesitated to bring into Parliament for the sake of concealing facts of this kind similar legislation to that which has been enacted in Great Britain. We talk a great deal in these days about the conservation of natural resources, but I think that more important than the conservation of natural resources is the conservation of human resources, the conservation of human health and of human life. Resources are well enough; our lumber, timber, ore and minerals were all given to us for a great purpose, but they were given for the preservation and not the destruction of life. So the Department of Labour has taken as one of the objects that is before it, as part of the work which I trust it will be able to carry on through the years to come, this important question of the conservation of human life, the protection of working people and the great mass of the people of this country from occupational or other diseases which help to undermine the strength of the nation. I think that every member of this House believes that if this country is to be what we wish it to be, a country of happy, contented people, we must make of it a country possessed of a strong, a healthy and a powerful people."

The debate on the resolution of the Minister of Labour above referred to was participated in by several members of the House, the resolution itself being adopted without division on January 19. A Bill No. 96, entitled: *An Act to prohibit the manufacture and importation of matches made with White Phosphorus*, was introduced in the House on the same day and read the first time. The Bill in question is similar in its terms to the White Phosphorus Matches Prohibition Act, 1908, of the British Parliament.

ROYAL COMMISSION ON INDUSTRIAL TRAINING AND TECHNICAL EDUCATION. PROCEEDINGS DURING JANUARY, 1911.

THE Royal Commission on Industrial Training and Technical Education spent the early part of January in Ottawa, where the evidence already taken in Canada was digested, so far as time permitted, special sections being allotted to different members of the Commission.

Friday and Saturday, January 20 and 21, were spent in Toronto. On the twentieth some of the public schools and night classes were visited, and also the normal and model schools and Jarvis Street Collegiate Institute, Chairman Robertson and Commissioner Simpson speaking at the latter. On the twenty-first a Session was held, when evidence was given by representative educationists.

On January 23 and 24 at Sault Ste. Marie, Ont., the public and high schools were inspected; a public luncheon was tendered to the Commission; the steel plant and pulp mill were visited; three sessions were held for taking evidence, and a public evening meeting was held, addressed by Chairman Robertson and Commissioner Armstrong.

January 26 to February 4 were spent in Montreal and neighbourhood, the chief industries being visited, as well as the principal educational institutions, including McGill and Laval Universities, the Polytechnic, the Provincial Ecole

Technique, the Commercial and Technical High School, the evening classes of the Council of Arts and Manufactures, the Mount St. Louis Academy, the Royal Victoria College for Women, the Peel Street High School, &c.

Sessions for the taking of evidence in French and English were held, both day and evening during the week beginning January 30. The Commission received the most hearty reception in every quarter, being entertained at luncheon or dinner by the Principal and faculty of McGill University, the President and Board of the Polytechnic, and Ecole Technique, and by the Manufacturers' Association, also having luncheon at the Sherwin-Williams Paint Company, which provides meals for its employés at special rates.

The following is the itinerary for the remainder of February:

Three Rivers, Que.	Feb. 6
Grand Mere and Shawinigan Falls	" 7
Quebec City	" 8–9
Joliette	" 10
Sorel	" 11
St. Hyacinthe	" 13
Victoriaville and Arthabaskaville	" 14
Sherbrooke	" 15
Ottawa and Hull	Feb. 20–22

The Commission will afterwards go to Europe.

FIRST ANNUAL REPORT OF THE DOMINION COAL COMPANY EMPLOYÉS' BENEFIT SOCIETY.

THE first report of the Directors of the Dominion Coal Company Employés' Benefit Society covers the half year ending December 31, 1910, being the period during which the Society has been in active operation.

Origin of the Society.

The report contains the following statement with reference to the origin of the Society:

"In this connection it seems desirable that some mention should be made of the circumstances which led up to the formation of the Society. Benefit Societies have been in operation at the Works of the Company for the past fifteen years. These Societies had an independent existence, and at the first the by-laws were similar, but were changed by the different Societies, and at the end of 1909 there were nine Societies and no two of them had the same by-laws. Early this year it was felt that the time had come when the Societies should be amalgamated and enlarged so as to take in all employés of the Dominion Coal Company, and also that the dues from workmen should be increased and that the Company be asked to contribute a larger amount than heretofore. The workmen agreed to increase their dues to fifty cents per month per man and the Company agreed to give an amount equal to the workmen. This has enabled the Society to adopt a schedule of Benefits which are much more adequate than those formerly paid and bear comparison with any other Colliery Benefit Society in existence."

Operations of the Society.

On July 1, the aggregate of the balances at the credit of the various Benefit Societies previously existing was $46,400-66. A careful computation of the liabilities which the Society had undertaken through the operation of their several constitutions and by-laws, indicated that under normal conditions these aggregate assets would be more than sufficient to liquidate these liabilities, and as the interest of the Society and the Company in any balance that might exist after such liquidation would be in the proportion of two to one; in order to eliminate this disproportion and to place the reserve funds of the Society in the best possible position, the Company paid in the sum of $21,000.00. By this payment the aggregate assets of the Society were raised to $67,400.66, which sum, together with a sufficient amount which will be available from the Government grant for the year, was set aside at a meeting of the

Directors held ont November 14, 1910, as a reserve to insure stipulated payment to widows and children of $50,000, and for old age and disability fund of $25,000.

During the half year ending December 31, 1910, the total number of claims paid	1,490
Number of persons paid weekly indemnity	683
Number of widows paid	48
Number of children paid	194
Number of death claims paid	31

The officers of the Society are as follows:—

M. J. BUTLER, C.M.G., *President.*
ALFRED BOWERS, *First Vice-President.*
F. W. GRAY, *Second Vice-President.*
MICHAEL MCNEIL, *Third Vice-President.*
F. W. ARMSTRONG, *Treasurer.*

FAIR WAGES SCHEDULE IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF JANUARY, 1911.

The following is a list of contracts awarded by the Department of Public Works and the Department of Railways and Canals, which have received the signatures of both parties, together with the fair wages' schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Railways and Canals.

RAILWAY FROM MIDWAY TO MERRITT, B.C.

For the construction of a line of railway from Midway to a junction near Merritt, with the Nicola, Kamloops and Similkameen Railway; not exceeding 250 miles. Date of subsidy agreement, January 27, 1911; amount of subsidy, $3,200 per mile, not exceeding $6,400 per mile; railway company, The Kettle River Valley Railway Company.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use of hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like rights in respect of moneys so owing them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minister of Public Works, and proof thereof satisfactory to the Minister is furnished, the said Minister may pay such claim out of any moneys at any time payable by His Majesty under said contract and the amounts so paid shall be deemed payments to the Contractor.

WHARF AT SOUTH INGONISH, N.S.

Wharf at South Ingonish, N.S.; names of contractors, R. &. B. Musgrove, North Sydney, N.S.; date of contract, January 21, 1911; amount of contract, $5,100.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman caprenter	$2.50
Carpenters	2.00
Blacksmiths	2.25
Blacksmiths' helpers	1.75
Ordinary labourers	1.50
Driver, 1 horse and cart	2.50
Driver, 2 horses and wagon	4.00

BREAKWATER AT BURKE'S HEAD, NORTH INGONISH, N.S.

Breakwater at Burk's Head, North Ingonish, N.S.; names of contractors, A. W. Girroir & K. Sweet, Antigonish, N.S.; date of contract, January 9, 1911; amount of contract, $35,490.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.50
Carpenters	2.00
Blacksmiths	2.25
Blacksmiths' helpers	1.75
Ordinary labourers	1.50
Driver, 1 horse and cart	2.50
Driver, 2 horses and wagon	4.00

BREAKWATER AT DUNCAN'S COVE, N.S.

Breakwater at Duncan's Cove, N.S.; names of contractors, A. W. Girroir & K. Sweet, Antigonish, N.S.; date of contract, January 9, 1911; amount of contract, $6,960.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$3.00
Carpenters	2.25
Blacksmiths	2.50
Blacksmiths' helpers	1.75
Ordinary labourers	1.50
Driver, 1 horse and cart	2.25
Driver, 2 horses and wagon	3.50

BEACH PROTECTION WORK AT THREE FATHOM HARBOUR, N.S.

Beach protection work at Three Fathom Harbour. N.S.; name of contractor, Obed A. Ham, Mahone Bay, N.S.; date of contract, January 11, 1911; amount of contract, $7,848.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.50
Blacksmiths	2.25
Blacksmiths' helpers	1.75
Carpenters	2.00
Ordinary labourers	1.50
Driver, 1 horse and cart	2.50
Driver, 2 horses and wagon	4.00

WHARF AT NEW MILLS, N.B.

Wharf at New Mills, N.B.; name of contractor, Warren Taylor, Salisbury, N.B.; date of contract, January 18, 1911; amount of contract, $11,480.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.50
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.25
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

PUBLIC BUILDING AT GRAND FALLS, N.B.

Public building at Grand Falls, N.B.; names of contractors, Powers & Brewer, Grand Falls, N.B.; date of contract, December 24, 1910; amount of contract, $17,777.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$1.75
Bricklayers and masons	3.50
Stonecutters	3.00
Painters	1.75
Plasterers	3.00
Plumbers and steamfitters	2.25
Sheet metal workers	2.00
Labourers	1.50
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

WHARF AT ST. JOSEPH DE LETELLIER, QUE.

Wharf at St. Joseph de Letellier, Que.; name of contractor, Nap. Warren, Chicoutimi, Que.; date of contract, January 9, 1911; amount of contract, $18,900.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.35
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

LANDING PIER AT STRATFORD, QUE

Landing pier at Stratford, Que.; name of contractor, J. A. McLaughlin Bros., Ottawa, Ont.; date of contract, January 28, 1911; amount of contract, $5,975.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.50
Driver, 1 horse and cart	2.25
Driver, 2 horses and wagon	3.50

FITTINGS IN MILITARY STORES BUILDING AT OTTAWA, ONT.

Fittings in Military Stores building at Ottawa, Ont.; name of contractor, E. P. McGrath & Company, Ottawa, Ont.; date of contract, January 24, 1911; amount of contract, $3,875.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use of hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like rights in respect of moneys so owing them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minister of Public Works, and proof thereof satisfactory to the Minister is furnished, the said Minister may pay such claim out of any moneys at any time payable by His Majesty under said contract and the amounts so paid shall be deemed payments to the Contractor.

FITTINGS IN CENTRAL POST OFFICE AT TORONTO, ONT.

Fittings in Central Post Office at Toronto, Ont.; name of contractor, E. P. McGrath & Company, Ottawa, Ont.; date of contract, January 24, 1911; amount of contract, $12,125.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use of hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like rights in respect of moneys so owing them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minister of Public Works, and proof thereof satisfactory to the Minister is furnished, the said Minister may pay such claim out of any moneys at any time payable by His Majesty under said contract and the amounts so paid shall be deemed payments to the Contractor.

Department of Public Works.

WHARF AND TWO RETAINING WALLS AT HAMILTON, ONT.

Wharf and two retaining walls at Hamilton, Ont.; name of contractor, Joseph Battle, Thorold, Ont.; date of contract, January 18, 1911; amount of contract, $60,844.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman carpenter	$3.50 per day of 8 hours.
Foreman mixing concrete	2.50 " 9 "
Foreman laying concrete	2.50 " 9 "
Foreman stone crusher	2.50 " 9 "
Engine man for pile-driver	3.00 " 9 "
Carpenters	3.00 " 8 "
Blacksmiths	3.00 " 9 "
Blacksmiths' helpers	1.75 " 9 "
Ordinary labourers	1.50 " 9 "
Driver, 1 horse and cart	3.25 " 9 "
Driver, 2 horses and wagon	4.50 " 9 "

Post Office Department.

During the month of Jauuary orders were given by the Post Office Department for the supplies below mentioned, subject to the regulations for the suppression of the *sweating* system and the securing of payment to the working men and working women of fair wages, and the performance of the work under proper sanitary conditions.

Nature of Orders.	Amount of Orders.
Making metal dating stamps and type, and making other hand stamps and brass crown seals	$ 643.54
Making and repairing rubber dating stamps and type, also other stamps	63.00
Supplying stamping material and wooden boxes and repairing stamping pads	761.25
Supplying mail bags	179.25
Repairing mail bags	1,570.47
Making and repairing Post Office Scales	185.00
Making and repairing mail locks and supplying mail bag fittings	1,660.90
Supplying Street Letter Boxes and repairing portable letter boxes, parcel receptacles, street letter boxes and Railway Mail Clerks' tin travelling boxes	2,312.66
Making and repairing miscellaneous articles of Postal Stores	80.25
Making and supplying articles of official uniform	644.75

RETAIL PRICES OF STAPLE ARTICLES

The accompanying table sets forth the retail prices prevailing on, or about, the fifteenth day of the month preliving in the leading centres of industry throughout Canada.

The list of commodities includes twenty-eight varieties of food, with fuel and coal oil. In addition a statement usually occupied by workingmen.

The exact quality for which the quotation is given is set forth in the case of each commodity, and every care may be available for purposes of comparison.

The list of localities includes nearly every place having a population of 10,000 people, and is representative of

The quotations contained in the table have been furnished by the correspondents of the *Labour Gazette* in the the Department.

RETAIL PRICES OF STAPLE

LOCALITY.	Beef.		Veal, forequarter, per lb.	Mutton, hindquarter, per lb.	Pork.		Bacon, best smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure, per lb.	Eggs.		Milk, per quart.	Butter.		Cheese.		Bread.		Flour, strong bakers, per lb.	Rolled Oats, per lb.
	Sirloin steak, best, per lb.	Medium chuck, per lb.			Fresh roasting, per lb.	Salt, per lb.				New laid, per doz.	Packed, per dozen.		Dairy, tub, per lb.	Creamery prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.		
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	lb.	cts.	cts.	cts.
Nova Scotia—																				
Sydney	18	14	12–15	12–15	16	16	20	6–15	17	33	30	8	25	30	17	17	1	6	3½	4
Westville	15	12	8	14	16	17	20	5–10	18	35	30	7	23	30	16	....	3	4⅔	3	2½
Halifax	22	15	10–12	18	15–16	14–15	20	5–15	20	50	32–35	8	28	32	17	17	1½	4	3½	4
Prince Edw. Isd.																				
Charlottetown	14–16	10–14	....	12	14	8–12	20–25	8–10	20	34	28	5	25	27	18	16	2	3½	3¼	4
New Brunswick																				
Moncton	18	14	....	12	16	16	22	6–16	18	35	30	7	24	28	....	17	2	4	3½	4
Newcastle	18	13	8	14	18	17	22	6	20	35	30	7	25	35	....	16	2½	3½	3	5
St. John	22	12–14	11	16–18	15–16	16	20	7	18–20	40–45	30	7	24–28	34	18	16	1½	4	3½	4
Quebec—																				
Quebec	13–14	12–14	13–14	13	15	16	18–20	8	20	50	26–30	10	24–27	26–30	16–18	....	6	3⅔	3	5
Three Rivers	18	12	15	15	14	15	22	8–12	18	45	35	8	27	28	20	18	6	3	3	4
Sherbrooke	20	12½	10	15	13–14	16	18	10–12	19	45–50	35	7	23–24	28–30	16	....	1	5	3⅔	4
St. Hyacinthe	14	10	10	12	13	13	18	10	17	35	29	7	28	28	16	15	6	3	3	3
Sorel	12	11	....	12	12	14	16	3–15	19	40	30	8	25	27	14	....	6	3	3	4
St. Johns	18–20	15	....	20	14	14	20–22	10–15	20	40	....	8	26	28	18	16	3	3½	3	4
Maisonneuve	16	14	9	12	12	14	18	8–20	20	50	30	8	26	28	18	16	3	4⅔	4	4
Montreal	18	12	18–20	20–22	15–18	13–15	18–20	9–15	18–20	40	30–35	8	27	30	18	20	2	4	4	3½
Hull	14	12	....	10	9	12½	20	8–12	18	45	32	8	26	28	16	....	6	3⅔	3	3
Ontario—																				
Ottawa	17–18	12½–14	12½–18	15–18	15–16	15	20	15	19–20	55	30	8	27	30–32	18	11	3	3⅔	3½	4
Kingston	20	15	10	15	15	18	23	12½	18	38–50	35	6	24	29	16	13–15	3	3⅓	3	5
Peterborough	18	11	....	15	18	17	23	15	20	40	35	7	25	30	18	16	2	5	3	3½
Toronto	20–23	7½–10	6½–9	10–12	16–18	14–16	20–22	14–15	17	40–45	30–32	9	27–30	32–33	17–18	15–16	2¼	4	3	3
Niagara Falls	18	10	15	20	20	16	25–28	12	20	45	35	7	30	32	17	16	1½	4	3¼	5
St. Catharines	18	12½	15	15	16–18	15–18	24–28	12½–15	17	40	35	7	27	30	18	15	3	4	3	3½
Hamilton	20	12–14	13–15	16–18	17	18–20	25	15–22	18	40–45	30	7	27	30	20	16	1½	4	3	4

OF CONSUMPTION, CANADA, DURING JANUARY, 1911.

ceding the present issue of the *Labour Gazette*, of the more important staple commodities entering into the cost of is given of the rental of a representative workingman's dwelling of the better class in the quarter of each locality, has been taken to ensure that the quotations in each case refer to the same class of commodity, in order that the statistics every Province in the Dominion.
respective localities, under detailed instructions as to sources of information, quality of goods to be quoted, etc., from

DEPARTMENT OF LABOUR, CANADA,
RETAIL PRICES: TABLE, No. 13.

COMMODITIES, CANADA, JANUARY, 1911.

Rice, good, medium, per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar.		Tea.		Coffee, medium, Mocha, per lb.	Potatoes, per bag of 1¼ bushel.	Vinegar, White Wine, XXX, per quart.	Starch, laundry, per lb.	Coal.		Wood.		Coal oil, per gallon.	Rent, per month.
				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium, Indian or Ceylon, per lb.	Green, medium, Japan, per lb.					Anthracite, per ton of 2,000 lbs.	Bituminous, per ton of 2,000 lbs.	Hard, best, per long cord.	Soft, per cord.		
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	$ cts.	$ cts.	$ cts.	$ cts.	cts.	$ cts.
5	4–5	12	8–12	5	5	25–35	30–40	25–40	1.20	10	8–10	7.50	3.50	6.50	3.50	20	9–12
4	4	12	7	5½	5	40	40	40	1.00	10	8	7.50	5.50	5.50	3.50	18	10–15
5	5	12	10	5½	5	30–40	50	35	1.20	10	10	7.00	5–5.25	5.50	3.50	20	12–18
5	5	12	8–14	5½	4–5	25	50	40	65	12	10–12	6.50	4.00	.....	.....	25	6–8
5	5	12	10	5½	5	35	40	40	1.00	10	10	7.00	5.25	4.50	3.25	22	14
5	5	13	10	6	5	30	.....	40	1.00	10	5	7.50	5.00	4.00	3.00	25	8
5	5	12	12	5½	5	35	50	40	1.35	10	12	6.50–7	5.10	8–9	4.00	20	9
5	5	13	12	5	4½	25–30	25–30	40	90–1.00	20	10	7.50–7.75	5.00–5.50	6.00–7.00	4.50–5.00	18	16–18
4	4	12	12	5½	5	30–50	25–50	30–40	1.00	15	8	7.25	5.00	6.50	4.00	18	8
5	5	12½	12½	5½	5	40	40	40	1.05	10	8	7.50	4.75	5.00	4.00	23	11–14
4–5	5	12	13	5	4½	30–60	30–60	40	90	5–7	8	7.50	5.00	7.00	5.00	18–20	8–9
4	.....	14	.....	5½	4½	25–40	25–30	40	70	10	7	6.75	4.75	6.50	5.25	18	10–12
5	5	12	12	5½	5	35	40	40	1.00	10	10	6.50	5.00	8.00	6.00	20	8
4	10	12	10	5	4½	30	25	30	1.00	20	10	7.00	4.50	8.00	6.50	18	12
6	10	10	8	5½	5	40–60	40–60	40–60	1.10–1.20	15	7	7.25	7.00	8.00	5.50	18	9–15
4	4	12	7	5½	5	40	40	40	1.00	10	8	7.50	5.50	5.50	3.50	18	10–15
4½	5	12½	12½	5½	5	30	30	40	1.10	10	8	7.50	5.50	6.50	3.25–3.75	19	9–12
5	5	.....	13	6	5	35	35	30–40	85	5	8	7.00	6.25	7.00	4.50	12½–20	6–10
5	5	12½	12½	5½	5	40	40	40	85	10	10	7.50	5.50	6.00	3.50	20	8–12
4	5	10	10	5½	5	25–35	25–35	25–40	1.10–1.20	10	7	7.50	6.00	7.50–8.00	5.00	18	16–20
5	8	.....	10	5½	5	30–50	30–50	40	90	10	8	6.00	4.00	7.00	5.00	20	10–15
5	5	.....	10	7	6	40	40	30	75	10	8	7.00	.....	8.00	5–6	17	11
5	5	.....	12½	5	5	35–40	35–40	20	1.00	8	8	7.00	5.75	7.50	5.75	18	15

RETAIL PRICES OF STAPLE

LOCALITY.	Beef.		Veal, forequarter, per lb.	Mutton hindquarter, per lb.	Pork.		Bacon, best smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure leaf, per lb.	Eggs.		Milk, per quart.	Butter.		Cheese.		Bread		Flour, strong bakers, per lb.	Rolled Oats, per lb.
	Sirloin steak, best, per lb.	Medium chuck, per lb.			Fresh roasting, per lb.	Salt, per lb.				New laid, per doz.	Packed, per dozen.		Dairy, tub, per lb.	Creamery prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.		
Brantford	20	12	....	18	15	15	22	13	18	38	32	6	....	28	18	....	1½	3½	3½	5
Guelph	20	13	15	15	17	18	23	12½	17	35	28–30	7	27	29	20	17	3	4	2½	4
Berlin	18	12½	15	18	18	18	25	10	18	35	30	6	27	3	18	17	1½	4	3	4
Woodstock	18	12½	12½	18	20	18	25	10–13	18	35	30	6	25	30	20	15	1¼	3	3	3
Stratford	18	15	13	16–18	22	20	25	12½	18	35	30	6	25	25	17	15	1¼	4	3	4
London	18	12	15	15	15	18	22	15	18	32	28	6	24	28	20	16	1¼	4	3	5
St. Thomas	18	12½	13	17	17	17	20	12½	18	35	30	6	27	30	18	16	1½	3	3	3⅓
Chatham	18	15	15	15	18	14	23	15	18	35	....	7	....	28–30	16	16	1¼	3	2¾	4
Windsor	18	10–12	9	12	18	16	22	15	20	38	33	8	32	35	24	20	2	3	3	5
SaultSte.Marie	18	12½	12½	16	17	17	22	12½	17	50	30	9	26	30	....	17	1½	4	3½	5
Port Arthur	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Manitoba—																				
Winnipeg	22	12½	12½	18	18	20	28	12½	20	60	35	10	30	35	16	....	...	5	2	4
Brandon	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Saskatchewan—																				
Regina	22	15–17	20	20–25	18–20	15	35	15	25	40	35	10	30	35	20	20	1½	4	4¼	6
Alberta—																				
Edmonton	15	10–12½	16	18	20	22	30	18–20	22	50	40	10	30	35	20	....	1¼	4	3½	4
Calgary	20	12½	15	20	20	18	25–30	12½–15	20	60	40	10	30	35	17½	17½	...	7	2¾	3½
Lethbridge	18	15–18	10–18	12½–20	12–18	17	22–27	15–18	18	60	40	10	35	40	20	20	4	6¼	3½	5
British Columbia																				
Nelson	20–22	15	15	20–22	20	20	25–30	12½–15	20–22	50	35	12½	35	40	....	20	1	6¼	4	4
New Westm'sr	25	15	20	25	23	18	35	15	22	65	40	12½	40	40	20	20	1½	6⅜	3½	5
Vancouver	20	12½	18	20–23	25	22	35	15	20	60	35	10	26	35	20	20	1¼	4½	3	5
Victoria	20–22	10–15	18	22	20	20	35	12½	20	45	35	10	35	50	20	20	1	6¼	4	5

[1]Lignite. [2]Per 100 lbs. [3]Per rack.

DEPARTMENT OF LABOUR, CANADA.
RETAIL PRICES: TABLE, No. 13.

COMMODITIES, CANADA, JANUARY, 1911.

Rice, good, medium, per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar.		Tea.		Coffee, medium, Mocha, per lb.	Potatoes, per bag of 1¼ bushel.	Vinegar, White Wine, XXX, per quart.	Starch, laundry, per lb.	Coal.		Wood.		Coal oil, per gallon.	Rent, per month.
				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium, Indian or Ceylon, per lb.	Green, medium, Japan, per lb.					Anthracite, per ton of 2,000 lbs.	Bituminous, per ton of 2,000 lbs.	Hard, best, per long cord.	Soft, per cord.		
7	5	.....	8	5—	5	25–40	25–40	35	85	10	9	7.25	5.00	8.00	5.00	16	10
5	5	10	10	6	5½	25–50	25–50	25–40	75	10	8	7.00	5.50	8.00	5.50	18	10
5	5	12	10	5½	5	30	30	30	75	10	8	7.25–7.50	5.00	8.00	5.00	20	10–12
4	5	10	10	5½	5	25	25	25	60	10	10	7.00	4.50	7.50	6.00	16	8
5	5	8	10	6½	5½	25	25–30	30	75–80	10	10	7.00	6.00	8.50	7.00	18	8–12
7	5	.....	12½	5	4	30	30	40	80	10	8	7–7.50	6.00	8.00	6.00	15	9–12
5	5	12½	10	5½	5	40	40	40	85	10	8	7.25	6.00	6.50	3.50	18	12
7	5	.....	8–10	5½	5	25–50	.....	40	85	10	8	7.25	5.00	4.50–5.00	3.00–3.50	15	8–10
5	7	12½	12½	6	5	30	30	30	1.05	10	10	7.50	5.00	8.00	4.50	20	12–15
5	5	12½	15	6	5½	35	35	40	1.25	10	10	8.00	5.50	6.00	4.00	22	10–15
6½	4½	12½	10	6	5½	35	35	35	1.50	15	10	10.50	9.00	7.50	6.50	35	20–25
8	6	15	12½	7	6½	35	40	35	1935	15	10	13.00	8.50	8.00	7.75	35	35
5	5	13	10	6½	6	40	40	40	90	20	12	.....	4.00[1]	3.00	.....	30	20
5	6	15	10	6	6	25–40	35	35	1.50	15	10	8.50	6.25–6.75	.....	2.00[3]	35	25–30
8	5	12½	15	6½	6⅔	50	50	40	1.85	15	10	.....	4.25	.....	.....	35	14–24
8½	8	15	10	7	6	50	50	40	2.50[2]	20	12½	9.50–10.00	7.00–8.25	.....	6.00	50	15–20
8	6	12½	8	6⅔	5½	35	35	40	1.85	15	8	.....	7.75	.....	5.00	40	20
5	6	15	10	6	5½	30	40	30	1.75[2]	15	10	.....	7.50	6.00	3.50	35	25
6	8	12½	12½	6	5	40	50	40	2.00	14	8	11.50	6.50–7.50	.....	7.00	40	22–2

IMMIGRATION AND COLONIZATION.

Homestead Entries.

The following statement shows the number of homestead entries made during December, 1910, as compared with December, 1909.

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF DECEMBER, 1910, AS COMPARED WITH DECEMBER, 1909.

AGENCY.	MANITOBA.		SASKATCHEWAN.		ALBERTA.		BRITISH COLUMBIA	
	1910	1909	1910	1909	1910	1909	1910	1909
Battleford			76	68				
Brandon	2	6			199	275		
Calgary								
Dauphin	55	61						
Edmonton					296	225		
Estevan			34	44				
Humboldt			90	95				
Kamloops							15	13
Lethbridge					46	171		
Medicine Hat			88		94			
Moose Jaw			185	540				3
New Westminster					6	8		
Peace River			67	74				
Prince Albert			21	39				
Regina					109	88		
Red Deer			171	201				
Saskatoon			200					
Swift Current	102	76						
Winnipeg			96	85				
Yorkton								
Total	159	143	1,028	1,146	750	767	15	16

Total number of homestead entries for December, 1909.....2,072
" 1910.....1,952

Net Decrease for December, 1910..... 120

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING 1910.

MONTH.	MANITOBA.		SASKATCHEWAN.		ALBERTA.		BRITISH COLUMBIA	
	1910	1909	1910	1909	1910	1909	1910	1909
January	152	125	976	605	1,558	566	12	12
February	161	168	1,069	636	1,007	543	17	17
March	202	219	2,688	1,271	1,901	1,077	28	25
April	324	231	4,240	2,395	2,602	1,934	25	44
May	281	170	3,745	1,611	2,328	1,433	20	29
June	354	268	3,440	2,347	1,985	1,569	23	21
July	307	300	2,576	2,304	1,356	1,617	21	27
August	261	192	1,958	1,418	1,258	1,194	23	28
September	258	187	1,530	1,316	1,077	1,386	16	13
October	364	269	1,845	1,816	1,100	1,437	16	28
November	309	254	1,783	2,491	1,073	1,384	18	14
December	159	143	1,028	1,146	750	767	15	16
Total	3,132	2,526	26,878	19,354	18,013	14,907	234	274

From January 1, 1910 48,257
From January 1, 1909 37,061

Net increase for year 1910.....11,196

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE IN THE PROVINCES OF MANITOBA, SASKATCHEWAN, ALBERTA AND BRITISH COLUMBIA DURING THE MONTH OF DECEMBER, 1910 BY PERSONS COMING FROM THE UNITED STATES OF AMERICA.

STATES.	PROVINCES.				
	Manitoba.	Saskatchewan	Alberta.	British Columbia.	Total.
Alabama					
Alaska					
Arkansas					
California			2		2
Carolina, North			2		2
Carolina, South			2		2
Colorado					
Columbia, District of					
Connecticut					
Dakota, North	7	138	73		218
Dakota, South	2	10	9	1	22
Delaware					
Florida					
Georgia					
Idaho		5	1		6
Illinois	3	5	13		21
Indiana		4	2		6
Indian Territory					
Iowa		5	10		15
Kansas			4		4
Kentucky		1			1
Louisiana					
Maine			1	1	2
Maryland					
Massachusetts					
Michigan	1	10	13		24
Minnesota	6	52	20		78
Mississippi					
Missouri		3	13		16
Montana		6	6		12
Nebraska		3	5		8
Nevada					
New Hampshire		8	2		10
New Jersey			1		1
New Mexico					
New York		1	3		4
Ohio	1	4	2		7
Oklahoma					
Oregon			1		1
Pennsylvania		1	6		7
Rhode Island					
Tennessee					
Texas			1		1
Utah			2		2
Vermont			1		1
Virginia			2		2
Virginia, West					
Washington		2	10		12
Wisconsin		7	13		20
Wyoming					
Total	20	268	220	2	510

The following is a statement of recent immigrant arrivals in Canada, classified according as they arrived through ocean ports or from the United States, from the beginning of the fiscal year up to October, 1910, inclusive:—

TOTAL IMMIGRATION TO CANADA FROM APRIL TO OCTOBER, 1910, COMPARED WITH THAT OF THE CORRESPONDING MONTHS OF 1909.

	1909–1910.				1910–1911.				INCREASE.				Percentage of Increase
	Males	Females	Children	Totals	Males	Females	Children	Totals	Males	Females	Children	Totals	%
APRIL:													
Via ocean ports	8,057	2,021	1,550	11,628	19,420	4,811	3,588	27,819	11,363	2,790	2,038	16,191	139
From United States	7,642	2,361	2,606	12,609	11,924	3,951	4,488	20,363	4,282	1,590	1,882	7,754	61
Totals	15,699	4,382	4,156	24,237	31,344	8,762	8,076	48,182	15,645	4,380	3,920	23,945	99
MAY:													
Via ocean ports	10,513	4,283	3,127	17,923	20,856	7,329	5,210	33,395	10,343	3,046	2,083	15,472	86
From United States	7,115	1,925	2,067	11,107	8,508	2,938	2,748	14,194	1,393	1,013	681	3,087	28
Totals	17,628	6,208	5,194	29,030	29,364	10,267	7,958	47,589	11,736	4,059	2,764	18,559	64
JUNE:													
Via ocean ports	6,302	3,030	2,329	11,661	13,437	6,020	4,182	23,639	7,135	2,990	1,853	11,978	103
From United States	5,638	1,828	1,742	9,208	6,275	2,486	2,182	10,943	637	658	440	1,735	19
Totals	11,940	4,858	4,071	20,869	19,712	8,506	6,364	34,582	7,772	3,648	2,293	13,713	66
JULY:													
Via ocean ports	4,529	2,326	1,915	8,770	8,630	4,363	3,026	16,019	4,101	2,037	1,111	7,249	83
From United States	4,558	1,629	1,156	7,343	5,464	2,046	1,689	9,199	906	417	533	1,856	25
Totals	9,087	3,955	3,071	16,113	14,094	6,409	4,715	25,218	5,007	2,454	1,644	9,105	57
AUGUST:													
Via ocean ports	3,558	2,213	1,546	7,317	7,258	4,201	2,828	14,287	3,700	1,988	1,282	6,970	95
From United States	5,148	1,560	1,308	8,016	6,974	1,886	1,630	10,490	1,826	326	322	2,474	31
Totals	8,706	3,773	2,854	15,333	14,232	6,087	4,458	24,777	5,526	2,314	1,604	9,444	62
SEPTEMBER:													
Via ocean ports	3,276	2,352	1,520	7,148	6,540	4,373	2,865	13,778	3,264	2,021	1,345	6,630	93
From United States	5,283	1,533	1,366	8,182	6,880	1,780	1,596	10,256	1,597	247	230	2,074	25
Totals	8,559	3,885	2,886	15,330	13,420	6,153	4,461	24,034	4,861	2,268	1,575	8,704	57
OCTOBER:													
Via ocean port	3,715	2,451	1,866	8,032	6,017	4,491	3,084	13,592	2,302	2,040	1,218	5,560	69
From United States	5,888	1,838	1,502	9,228	6,123	1,863	1,815	9,801	235	25	313	573	6
Totals	9,603	4,289	3,368	17,260	12,140	6,354	4,899	23,393	2,537	2,065	1,531	6,133	36
Grand Totals	81,222	31,350	25,600	138,172	134,306	52,538	40,931	227,775	53,084	21,188	15,331	89,603	65

Statement of Letters Patent covering Dominion Lands situate in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory issued from the Department of the Interior during the month of December, 1910, as compared with the month of December, 1909.

Nature of Grant.	December, 1910.		December, 1909.	
	No., Patents.	No. Acres.	No. Patents.	No. Acres.
Alberta Railway & Irrigation Company's sales	4	2,077.00	6	2,401.00
British Columbia Homesteads	6	772.622	5	739.00
British Columbia sales	8	219.09	6	590.40
Coal lands' sales	.....	.....	3	220.25
Homesteads	1,537	242,784.847	1,552	245,654.615
Hudson's Bay Company	1	161.00	.....	.....
Military Bounty grants	.....	.....	1	160.00
Mining Lands' sales	1	45.60	.....	.....
Mineral rights (4,269.00 acres)	14	.....	2	.....
Northwest half-breed grants	10	1,907.50	19	2,705.02
Parish sales	2	131.10	.....	.....
Quit claim, special grants (320 acres)	2	.....	.....	.....
Railways:—				
Canadian Northern Railway	.....	.....	2	11.54
Grand Trunk Pacific Railway	10	102.01	.....	22.64
Sales	43	4,329.46	44	5,343.82
School lands' sales	33	5,139.19	119	17,659.67
Special grants	15	529.98	31	815.91
Yukon Territory Sales	10	411.41	9	183.21
Totals	1,696	258,611.00	1,800	276,507.075

Notes.

The Royal Commission appointed to investigate conditions in connection with Chinese immigration into Canada held several sessions at Vancouver, B. C., at which evidence of an important nature was taken. A statement showing the number of Chinamen who have paid the toll since 1904 was put in. The amount of money paid amounted to $1,727,500, which represented 2,455 Chinamen, whose arrivals were spread out as follows: 1904, 4; 1905, 8; 1906, 50; 1907, 745; 1908, 893; 1909, 469; 1910, to date 1,286.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF JANUARY, 1911.

Under this heading, account is taken of such accidents only as were sustained by workmen in the course of their employment, and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureau of Mines of Ontario and British Columbia, to the office of the factories' inspector of the Province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, for their kind assistance in furinshing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 283 individual work people in anada during the month of January, 911, were reported to the Department of Labour. Of these 82 were fatal and 201 resulted in serious injuries. In addition one fatal accident was reported as having taken place prior to the beginning of the month, information not having been received by the Department before January, 1911.

In the preceding month there were 154 fatal and 197 non-fatal accidents reported, a total of 351, and in January, 1910, there were 87 fatal and 184 non-fatal accidents, a total of 271. The number of fatal accidents reported in January 1911 was, therefore, seventy-two less than in the preceding month, and five

less than in January, 1910. The number of non-fatal accidents reported in January, 1911 were four more than in the preceding month and seventeen more than in January, 1910. Altogether there were sixty-eight less industrial accidents reported in January, 1911, than in the preceding month, and twelve more than in the same month of the preceding year.

STATEMENT OF ACCIDENTS DURING JANUARY, 1911, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed.	Injured.	Total.
Agriculture	16	20	36
Fishing and hunting	3	.....	3
Lumbering	3	19	22
Mining	17	8	25
Building trades	4	15	19
Metal trades	6	35	41
Woodworking trades	.....	13	13
Printing and allied trades	.....	2	2
Textile trades	2	3	5
Leather trades	.....	2	2
Food and tobacco preparation	2	8	10
Railway service	20	29	49
Navigation	2	.....	2
General transport	1	14	15
Civic employés	.....	5	5
Miscellaneous	2	8	10
Unskilled labour	4	20	24
Total	82	201	283

Nature of Fatalities and Accidents.

The accidents of the month involving more than one fatality were: The death of two commercial travellers in a rear end collision at Macoun, Sask., on January 21; the death of eight miners by an explosion of gas at Florence, N.S., on January 3; the death of four miners at Mechepecoten by a premature explosion of dynamite; and the death of six construction hands at Prince Rupert B.C., on January 12 by an explosion of dynamite.

Record by Industries and Groups of Trades.

Agriculture.—In this industry there were eighteen fatal and twenty non-fatal accidents reported during January, compared with twenty-seven fatal and fifteen non-fatal in the preceding month and nineteen fatal and twenty-one non-fatal in the corresponding month of 1910. Of the fatal accidents, four were caused by falls; four by live stock; four by exposure; two by falling trees; two by trains; and one each by machinery and a snowslide. Of the non-fatal six were caused by falls; three were received from machinery; four from live stock; three from runaways; two while chopping wood, and one each by a street car and flying material.

Fishing and hunting.—Three fatalities were recorded in January, compared with four in December and two non-fatal accidents in January, 1910.

Lumbering.—During the month there were three fatal and nineteen non-fatal accidents, compared with seven fatal and twelve non-fatal in the preceding month and eleven fatal and seven non-fatal in the corresponding month of 1910. Two of the fatal accidents were caused by falling on revolving saws and one by a falling tree. Of the non-fatal, ten were caused by falling trees; four by revolving saws, and one each by exposure, logging chain, axe, fall of pile of pulpwood and fall of staging.

Mining.—During the month there were seventeen fatal and eight non-fatal accidents, compared with four fatal and fourteen non-fatal in the preceding month and eleven fatal and nine non-fatal in the corresponding month of 1910. Of the fatal accidents, eight were caused by explosion of gases, six by premature explosions, two by blasted rock and one by falling material. Of the non-fatal, three were cuased by premature explosions, and one each by falling rock, fall down shaft, coupling cars, fall of coal and working in mine.

Building trades.—There were four fatal and fifteen non-fatal accidents during January, compared with five fatal and seventeen non-fatal in the preceding month and two fatal and nine non-fatal in the corresponding month of 1910. Three of the fatalities were caused by falls and one to an explosion of a gasoline lamp. Of the non-fatal accidents, eleven were caused by falls, two by falling material, and one each by live wire and an explosion of a gasoline stove.

Metal trades.—During January there were six fatal and thirty-five non-fatal accidents, compared with ten fatal and

DEPARTMENT OF LABOUR, CANADA,
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TABLE OF FATAL ACCIDENTS DURING THE MONTH OF JANUARY, 1911.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Agriculture—				
Farmer	Rodney, Ont.	Jan. 7	1	Caught in thresher.
"	Preston, Ont.	" 9	1	By a fall.
"	Stewart, B.C.	" 10	2	Exposure.
"	Arnprior, Ont.	" 13	1	Run over by train at crossing.
"	Lindsay, Ont.	" 10	1	Gored by a cow.
"	Midgic, N.B.	" 16	1	Fell from load of hay.
"	Poplar Lake, Alta.	" 16	1	Kicked by a colt.
"	Maidstone Township, Ont.	" 23	1	Fell from load of tobacco.
"	St. Laurent, Que.	" 23	1	Kicked by a horse.
"	McKay's Crossing, N.S.	" 25	1	Run over by train.
"	St. Anne de Bellevue, Que.	" 26	1	Fell from roof of house.
"	Aldborough, near Glencoe, Ont.	" 31	1	Tree fell on him.
"	Regina, Sask.	" 31	1	Frozen to death.
"	Near Staples, Ont.	" 29	1	Mangled by swine, in fainting fit.
"	L'Avenir, Que.	" 28	1	Tree fell on him.
Farmer's wife	North Portal, Sask.	" 6	1	Frozen to death tending cattle.
Farmer's son	North Portal, Sask.	" 6	1	Frozen to death tending cattle.
Caretaker on farm	Silverton, B.C.	" 11	1	By snowslide.
Fishing and hunting—				
Fishermen	Tangier, N.S.	" 2	2	Drowned.
Trapper	Cobalt, Ont.	" 1	1	Devoured by wolves.
Lumbering—				
Logger	Barrming, Ont.	" 6	1	By falling tree.
Sawyer	Winnipeg, Man.	" 12	1	Fell on revolving saw.
Saw mill hand	Birch River, Man.	" 10	1	Fell on saw.
Mining—				
Miners	Florence, N.S.	" 3	8	By explosion of gas.
"	Craigmont, Ont.	" 2	1	By explosion of dynamite.
"	Porcupine, Ont.	" 21	1	By explosion of dynamite.
"	Mechepecoten	" 24	4	Premature explosion of dynamite.
Smelter	Sydney, N.S.	" 18	1	By falling material.
Quarryman	Renfrew, Ont.	" 2	1	Explosion of blast.
"	Montreal, Que.	" 18	1	Struck by piece of rock.
Building trades—				
Carpenter	Montreal, Que.	" 6	1	Fell eight storys.
"	Ottawa, Ont.	" 4	1	Died from effect of fall.
"	St. John, N.B.	" 17	1	Fell from warehouse.
Pumber	Montreal, Que.	" 10	1	Died from effects of gasoline stove explosion.
Metal, engineering and shipbuilding trades—				
Machinist	Toronto, Ont.	" 16	1	Fell down elevator shaft.
"	Toronto, Ont.	" 9	1	Fell 30 feet.
"	Walkerville, Ont.	" 20	1	By revolving drill.
Electrician	Nanaimo, B.C.	" 16	1	Caught by motor.
Structural iron worker	Florenceville, N.B.	" 17	1	Fell 36 feet from bridge.
Lineman	Westville, N.S.	" 10	1	Crushed by crane.
Textile trades—				
Flax mill hand	Floradale, Ont.	" 9	1	Caught in belting.
Woolen mill hand	Paris, Ont.	" 20	1	Stepped into a vat of boiling dye.
Food and tobacco preparation—				
Flour mill hand	St. Catharines, Ont.	" 18	1	Fell from top of grain car.
Ice cutters	Yarmouth, N.S.	" 26	1	Drowned, while cutting ice.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F. No. 89.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF JANUARY, 1911.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Railway service—				
Engineer	Collins Bay Ont	" 23	1	Rear end collision.
"	McLeod, Alta	" 22	1	Crushed under engine.
Engine fireman	Montreal, Que	" 12	1	Lockjaw resulting from collision at Ste. Rosalie, Que., on December 10, 1910.
"	Collins Bay, Ont.	" 23	1	Rear end collision.
"	Chawboro, Que	" 21	1	Crushed beneath engine.
"	Prescott, Ont	" 25	1	Crushed by engine.
Brakeman	West Lorne, Ont	" 6	1	Caught between cars.
"	Sherbrooke, Que	" 5	1	Died of injuries received, run over
Section foreman	Orangeville, Ont	" 19	1	Run over by train.
"	Tilsonburg, Ont	" 20	1	Run over by train.
Yardman	Sherbrooke, Que	" 6	1	Between cars.
Construction hands	Prince Rupert, B.C	" 12	6	Explosion of dynamite.
"	Shannonville, Ont	" 9	1	Explosion of dynamite.
Ashpit hand	Brockville, Ont	" 4	1	Run over by engine
Car inspector	Moncton, N.B	" 25	1	Run over.
Navigation—				
Longshoreman	St. Catharines, Ont	" 19	1	By a fall.
Captain	Off Nova Scotia coast	" 11	1	Washed overboard.
Transport—				
Hackman	Wiarton, Ont	" 19	1	Drowned.
Miscellaneous—				
Travelling salesmen	Macoun, Sask	" 21	2	In railway wreck.
Unskilled labour—				
Labour	Victoria, B.C	" 16	1	Struck by train.
"	Thorold, Ont	" 10	1	Fell from car.
"	Quebec, Que	" 23	1	Died from injuries received.
"	Hamilton, Ont	" 21	1	Died from injuries received.

forty-one non-fatal in the preceding month and five fatal and thirty-five non-fatal in the corresponding month of 1910. Of the fatal accidents three were due to falls and three by machinery. Of the non-fatal accidents, eighteen were caused by machinery, eight by falling material, six to falls, two by exposure and one by live wire.

Woodworking trades.—There were thirteen injured during January, compared with eight injured during the preceding month and one fatal and six non-fatal accidents in the corresponding month of 1910. Ten of the accidents were caused by machinery, one by glass, one by a fall and one by flying material.

Printing and allied trades.—During January there were two non-fatal accidents compared with one in the preceding month and nine in January, 1910. The two accidents were caused by machinery.

Textile trades.—There were two fatal and three non-fatal accidents during the month, compared with three non-fatal in the preceding month and two non-fatal in the corresponding month of 1910. One of the fatalities was due to machinery and the other to a fall into boiling dye. The three non-fatal accidents were caused by machinery.

Leather trades.—During January there were two non-fatal accidents, compared with nine in the preceding month and four non-fatal accidents in the corresponding month of 1910. One of the accidents was caused by a fall and the other by a cut of knife, while stripping a hide.

Food and tobacco preparation.—There were two fatal and eight non-fatal accidents during the month, compared with two fatal and seven non-fatal in the preceding month and nine in the corresponding month of 1910. Of the fatalities, one was caused by a fall and the other by drowning. Two of the non-fatal accidents were caused by machinery, two by falls, two by explosion of natural gas, one by explosion of steam and one by falling material.

Railway service.—There were twenty fatal and twenty-nine non-fatal accidents during the month, compared with seventeen fatal and twenty-nine non-fatal in the preceding month and twenty-three fatal and twenty-nine non-fatal in the corresponding month of 1910. Of the fatal accidents, seven were caused by premature explosions of dynamite in railway construction work, five were caused by crushing, five by being run over and three from collisions. Of the non-fatal accidents, thirteen were caused by collisions, five by derailments, three by being run over, three to explosions of coal oil, and one each to striking obstacle while passing same, hit by engine, hit with coal from passing tender, fall, and premature explosion of dynamite.

Navigation.—Two met death during the month, compared with twenty-six killed and three injured in the preceding month and one fatality in the corresponding month of 1910. One of the fatalities was caused by a fall and the other by drowning.

General transport.—During the month there were one fatal and fourteen non-fatal accidents, compared with four fatal and nineteen non-fatal in the preceding month and one fatal and nineteen non-fatal in the corresponding month of 1910. The fatality was due to drowning while crossing ice. Four of the non-fatal accidents were caused by falls, three by runaways, three by collisions, two to being trampled by horses, and two to falling material.

Civic employés.—There were five injured during January, compared with two killed and eight injured in the preceding month and four injured in the corresponding month of 1910. Four of the accidents were caused by collisions with street cars and one by falling walls.

Miscellaneous.—There were two fatal and eight non-fatal accidents during the month, compared with five fatal and seven non-fatal in the preceding month and three fatal and seventeen non-fatal accidents in the corresponding month of 1910. The two fatalities were caused by railway rear-end collision, and three of the non-fatal accidents were caused by machinery, two by falls, two by fire, and one to explosion of gasoline.

Unskilled labour.—There were four fatal and twenty non-fatal accidents during the month, compared with six fatal and thirteen non-fatal in the preceding month and eight fatal and seven non-fatal accidents in the corresponding month of 1910. Of the fatalities, two were caused from injuries received, one by fall and one being struck with train. Of the non-fatal accidents, eight were caused by falling material, five by falls, four in blasting operations, two by flying material and one by exposure.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour, Ottawa, during January, 1911.

ONTARIO REPORTS.

Women's Institutes.

Report of the Women's Institutes of the Province of Ontario, 1910. Part I, Toronto: King's Printer, 1910. Page, 112.

THE Report on the Women's Institutes of Ontario for 1910 shows that these organizations exert a wide influence on the rural homes of the Province. The membership for the year ending May 31, 1910, was 16,104, and institutes were established at about six hundred places. In many places they have stimulated an interest in individual and social improvement, some by giving prizes for the best collections of flowers and improvement in home surroundings, others by improving the sanitary conditions of the schools. Among the papers

and addresses pubished in the Report are the following: Exhibition and Description of certain Labour-Saving Devices, by Miss M. U. Watson; Stumbling Stones in the Road to Dairy Progress, by Miss L. Rose; Bee-keeping for Women, by Mr. Morley Pettit; and Co-operation, by Mr. G. H. Unwin.

BRITISH COLUMBIA REPORT.

Mineral Production in British Columbia.

Preliminary Review and Estimate of Mineral Production for year 1910. By Wm. Fleet Robertson, Provincial Mineralogist, Victoria, B.C.: King's Printer, 1911. Page, 23.

In a preliminary review of the mineral production of British Columbia for 1910, it is estimated that it amounted to a total value of $26,183,505, which would make it the highest production on record, the next highest having been in 1907, when the mineral production amounted to $25,882,560. The total mineral production of British Columbia during the past twenty-five years amounted to about $310,000,000, of which fully forty per cent. represents the production of the last five years, and more than half was produced during the last seven years. Comparing the years 1909 and 1910, there was an increase in the production of gold $5,401,090, to $5,680,505. Silver showed a slight decrease in quantity produced, but at the same time a slight increase in the value. Lead, copper and zinc showed decreases in both quantity and value. The total value of all metalliferous ores produced decreased from $14,668,141 in 1909, to $13,599,505 in 1910. There was an increase in the coal produced from 2,006,476 tons to 2,800,000 tons, representing an increase in value of $2,777,334, and the value of building materials increased from $1,200,000 to $1,500,000, while the production of coke declined from a value of $1,552,218 to $1,284,000.

BRITISH REPORT.

Relief of Unemployed in Scotland.

Report by the Local Government Board for Scotland as to the Proceedings of Distress Committees in Scotland for the year ended 15th May, 1910. Edinburgh: Oliver & Boyd, 1910. Page, 20. Price, 2½d.

The Report of the Distress Committees of Scotland serves to show the condition of the labour market in Scotland, the nature of the residences of the applicants for work, their age and occupations, and the means adopted for providing them with work and caring for them. Out of a population of 1,904,470 in the areas for which distress committees were constituted, there were 19,876 applicants for work during the year ended May 15, 1910, compared with 34,050 in the previous year. Of the 19,876 applicants, only 16,911 were fully investigated. Of these, 13,605, or 80.46 per cent., were considered deserving of assistance. An analysis of the occupations of applicants shows 7,237 in the class of general or casual labour, 3,225 in building trades, 4,624 in engineering and shipbuilding trades, 640 in textile trades, 407 in domestic service, 439 in furnishing and woodworking trades, 111 in printing, bookbinding and other paper trades, sixty-nine in the boot and shoe trade, and 2,452 in other definite occupations. Of those for whom work was provided, 5,739 were admitted to farm or labour colonies established by the distress committees, and 3,024 were provided work through the local authorities. Over half the persons provided with work had been similarly assited during the previous year. There were 1,550 persons summoned to relief works who failed to appear. The total amount of wages paid to the unemployed during the year was £35,319. The nature of the work directly provided consisted of stonebreaking, collecting waste paper, preparing firewood, collecting and sorting waste paper and rags, market gardening, land draining and reclamation, and making clothing in a women's workroom. The work provided for the unemployed by local authorities consisted chiefly in building or improving roads and streets, laying sewers, and making parks and playgrounds.

UNITED STATES REPORTS.

Work of the Bureau of Corporations.

Annual report of the Commissioner of Corporations to the Secretary of Commerce and Labour, for the fiscal year ended June 30, 1910. Washington: Government Printing Office, 1911. Page, 7.

The Report of the United States Commissioner of Corporations for the year

ended June 30, 1910, contains a brief review of the work accomplished by the Bureau of Corporations during the seven years of its existence, with suggestions for the extension of its work. Since its inception, the Bureau has advocated a broad Federal system of corporate publicity, which would give the public the essential facts of the great businesses of the country. In carrying out this policy of publicity the Bureau has collected information and published reports from time to time relating to the Standard Oil Company, Cotton Exchanges, the Tobacco Combination, Water Powers, Waterways, and Taxation of Corporations. Satisfactory results followed the publication of all these Reports. An investigation into the Standard Oil Company revealed a great system of railway discrimination enjoyed by it, and led to the cancellation by the railroads of every rate condemned as illegal, and of many others criticised as unjust. Further reports on the Standard Oil Company were said by independent oil firms to have caused a substantial improvement in the conduct of the petroleum business, and they were largely used in connection with the repeal by Congress of the retaliatory duty on petroleum imported from abroad. The three Reports on cotton exchanges published by the Bureau led to important improvements in the methods of the New Orleans Cotton Exchange. The Report on the Tobacco Combination caused its abandonment of secret subsidiary concerns employed against independents, and the cessation of various objectionable methods of competition. A Report showing the strong tendency toward concentrated control of great water powers led to the appointment of a special committee of the Michigan legislature to investigate water powers in that State. Two reports on the taxation of corporations issued by the Bureau, have been largely used by public officials, and a committee of the Rhode Island Legislature has recommended legislation in accordance therewith. Three Reports on Transportation by Water in the United States have been very generally used, and have brought forcibly to public attention the vital importance of water terminals.

Recommendations are made for the extension of the system of publicity so that (1) all important interstate industrial corporations shall regularly make reports to a Federal office; (2) that office shall have the further right to verify such reports and get additional facts; (3) business transactions shall be made public, safeguarding at the same time all properly private business secrets; (4) there shall be a permanent opportunity for co-operation and adjustment between the Government and business interests; and (5) those corporations that deal fairly and openly shall receive positive recognition of that fact and correspondingly acquire public confidence.

Agriculture in the United States.

Report of the Secretary of Agriculture, for 1910. Washington: Government Printing Office, 1910. Page, 170.

In the fourteenth annual Report of the Secretary of Agriculture of the United States it is stated that the value of the agricultural products of that country for 1910 amounted to $8,926,000,000, higher than the previous year by $305,000,000, and the highest on record.

The cost of living with regard to farm products is discussed in the Report of some length, and the conclusion is reached that while the prices received by the farmer have advanced since 1897 in a greater degree than those received by nearly all other classes of producers, they merely compensate for the extremely low prices received for many years prior to that date, and a large proportion of the increase in cost to the consumer goes to the retailer and other middlemen.

Industrial Conditions of Maine.

Twenty-fourth annual report of the Bureau of Industrial and Labour Statistics for the State of Maine. Augusta: 1910. Page, 465.

The annual Report of the Bureau of Industrial and Labour Statistics of Maine, for 1910, contains chapters on the following subjects: Industrial Directory and Sketches of Leading Industries; Industrial Accidents and Workmen's Compensations; Relief Asosciations among Employés; Accident and Disability Benefits

Paid by Labour Organizations; Industrial Accidents in Maine; The Household Servant Problem in Maine; Requests, Strikes and Agreements; Immigration to Maine in the last Five Years; What Labour Organizations are Doing for their Members; Labour Organizations Affiliated with the American Federation of Labour, that have Local Unions in Maine; Directory of Trade Unions; Report of the Maine Board of Conciliation and Arbitration; Factory Inspector's Report.

Industrial Conditions of New Hampshire.

Eighth biennial report of the Bureau of Labour of the State of New Hampshire. Concord, N.H., 1910. Page, 214.

The Eighth Biennial Report of the Bureau of Labour of New Hampshire, dealing with the two years ending August 31, 1910, contains industrial statistics of the various cities, counties and important towns of the State, statistics by industries, a directory of manufacturing establishment, labour laws of New Hampshire, and labour organizations.

OTHER REPORTS RECEIVED.

Canada.—Second Annual Report of the Civil Service Commission of Canada for the period from September 1, 1909, to August 31, 1910.

Ontario.—Infant Mortality. Special Report by Dr. Helen MacMurchy, 1910.

Alberta.—Annual Reports of the Department of Public Works, 1908, 1909.

Great Britain.—Fifteenth Annual Report by the Chief Registrar of Friendly Societies of the Proceedings of the Registrars under the Building Societies Acts; for the year 1909. Part 11. Abstract of Accounts.

New Zealand.—Awards, Agreements and Decisions under the Industrial Conciliation and Arbitration Act. Vol. XI. Part 5.

United States.—Report on the Cherry Mine Disaster, issued by the State Board of Commissioners of Labour of Illinois, 1910.

Fourteenth Report of the Bureau of Labour Statistics for the State of Iowa, for the biennial period 1908–1909.

Third Annual Report of the Department of Labour for the State of Oklahoma, 1909–1910.

Report of the Bureau of Industrial Statistics of Pennsylvania for 1909.

Austria.—Erhebung uber die Kinderarbeit in Oesterriech im Jahre 1908. 1 Teil. Tabellen.

France.—Résultats statistiques du Recensement générale de la Population. Tome I. Deuxième Partie. Tome III.

Germany.—Statistik des Hamburgischen Staates. Heft XXV.

Holland.—Bijdragen tot de Statistiek van Nederland. Statistique du jugement des contraventions des lois sur le travail et la sûreté des ouvriers en 1909.

Apercu des Salaires et des Heures du Travail aux Travaux de l'Etat en 1908.

Italy.—Bulletin of the Bureau of Economic and Social Intelligence. Vol. I, No. 1. September, 1910.

TRADE DISPUTES DURING THE MONTH OF JANUARY, 1911.

APART from a strike of coal miners at Springhill, N.S., which had been in existence since August, 1909, and another strike of coal miners at Port Morien, N.S., which lasted throughout the first three weeks of January, industrial conditions in Canada were only slightly affected by trade disputes during the month.

Analysis of Trade Disputes during the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during January was seven, being three less than in December, and two more than in January, 1910. About eleven firms and 1,509 employés were involved in these disputes, eight firms and 471 employés having been involved in new disputes.

Loss of time in working days.—The loss of time to employés through trade disputes during January was approximately 29,100 working days, compared with a loss of about 41,270 days in December, and 44,650 days in January, 1910.

Trades affected by new disputes.—The following table shows the trades affected by the new disputes, and the number of employés in each group of trades.

Trades.	No. of disputes.	No. of employés.
Mining	2	189
Metal trades	1	250
Clothing trades	1	32
Total	4	471

Localities affected by new disputes.—One of the new disputes of the month occurred in the Province of Nova Scotia and the remaining three in the Province of Ontario.

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause.	No. of disputes.
For increase in wages	1
Against reduction in wages	2
Against employment of a foreman and for changes in shop conditions	1
Total	4

Methods of settlement.—Out of seven disputes in existence during January, settlements were affected in four, leaving three still in existence at the end of the month. One dispute was settled by conciliation, and the remaining ones by resumption of work without negotiations.

Results of disputes.—The employers were successful in three of the disputes that were terminated, and the remaining one ended in a compromise.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes in existence during January, which began in previous months comprised a strike of coal miners at Springhill, N.S., and lockouts of garment workers and cap workers at Winnipeg, Man.

Strike of Coal Miners at Springhill, N.S.

No change in the situation was reported with regard to a strike of coal miners at Springhill, N.S., which had been in continuance since August 11, 1909, and in which about 1,000 members of the United Mine Workers of America were involved. The cause of the dispute was their failure to secure recognition of the Union, an increase in wages and certain changes in conditions of employment. The mines continued to be operated to a limited extent.

Lockout of Garment Workers and Cap Workers at Winnipeg, Man.

On December 22, a lockout of twenty-three garment workers took place at Winnipeg, Man., on account of the refusal of the employés to make suits for the Winnipeg Street Railway Company during the progress of a strike. The street railway strike having been terminated on December 31, the garment workers were taken back three days later, but the establishment was conducted as an "open shop."

About the same time, a lockout of fifteen cap workers which took place on December 30, for a similar cause, was terminated. The resuls of this dispute, however, was not reported.

New Disputes.

The new disputes of the month comprised strikes of coal miners at Port Morien, N.S., silver miners at Silver Centre, Ont., iron moulders at St. Catharines, Ont., and fur workers at Sandwich, Ont.

Dispute of Coal Miners at Port Morien, N.S.

On January 1, the coal miners employed by the North Atlantic Collieries, Limited, ceased work at Port Morien, N.S. About 110 men were reported to have been directly involved in this dispute, and forty-five indirectly. It was stated by the Company that the cause of the dispute was the refusal of some of the employés to accept winter rates of pay exactly similar to those conceded by them two years ago. These rates involved a reduction of 5 cents per ton until May 1 for hand-pick men and machine men, of whom there were employed forty-five of the former and

DEPARTMENT OF LABOUR, CANADA,
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TABLE OF TRADE DISPUTES DURING THE MONTH OF JANUARY, 1911.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employés affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly.	Indirectly.	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Mining—											
Coal miners	Springhill, N.S.	For recognition of Union, and increase in wages and against conditions of employment	1	.....	1,000	.....	.....	.....	Aug. 11'9	.....	No settlement reported, but places of many strikers were filled.
Clothing Trades—											
Garment workers	Winnipeg, Man.	Lockout on refusal of employés to make suits for Street Railway Company during strike	1	.....	23	.....	.....	.....	Dec. 22	Jan. 4	Work resumed under "open shop" conditions.
Cap workers	Winnipeg, Man.	Lockout on refusal of employés to make caps for Street Railway Company during strike	1	.....	15	.....	.....	.....	" 30	" 4	Terms of settlement not reported.
DISPUTES WHICH BEGAN DURING THE MONTH.											
Mining—											
Coal miners	Port Morien, N.S.	Refusal of employés to accept reduced winter rates	1	4	110	.....	44	.....	Jan. 1	Jan. 25	Men returned to work gradually on employer's terms
Silver miners	Silver Centre, Ont.	Against reduction in wages	1	.....	35	.....	.....	.....	" 15	.....	No settlement reported at end of month.

Metal Trades—											
Iron moulders	St. Catharines, Ont	Against employment of a foreman and for changes in shop conditions	1	.....	250	.....	.....	"	3	"	6 Settled by conciliation, foreman not discharged, but other demands of men were granted.
Clothing Trades—											
Fur workers	Sandwich, Ont	For an increase of 10 per cent. in wages	1	.....	7	.....	25	.....	"	14	..... No settlement reported at end of month.

*Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention moreover, is not made of disputes involving less than six employés, or of less duration than 24 hours.

four of the latter. It was stated that the men gradually returned to work, accepting the winter rates offered, and normal conditions were resumed on January 25.

Strike of Silver Miners at Silver Centre, Ont.

On January 16, about thirty-five miners employed by the Keeley Mine, Limited, at Silver Centre, Ont., declared a strike on account of a reduction in wages. No settlement of the dispute was reported during the month.

Strike of Iron Moulders at St. Catharines, Ont.

On January 3, a strike of moulders employed by the McKinnon Dash & Metal Company took place at St. Catharines, Ont. It was stated by the Company that the strike arose because a majority of the moulders refused to work unless the Company discharged the foundry foreman. The men also lodged a number of complaints with regard to shop conditions, alleging that (1) Work was not priced when given to the men; (2) They had to wait for forms; (3) There was poor ventilation; (4) The runways were not safe. They also demanded that the men should be present when prices were fixed for work, and that the firm receive a committee from the men whenever a grievance arises.

On January 4, the men requested the good offices of Mayor J. M. McBride, of St. Catharines, and Ald. Jas. A. Wiley, of the District Trades and Labour Council, to arrange a settlement. The Company being willing that these two should act as conciliators, a conference was held on January 5, and a settlement was quickly reached. The Company agreed to have price tags placed on the work when given out, to do away with the waiting for forms, to improve the ventilation and to make the runways safe, to receive a committee of the men if the foreman could not adjust any grievance that may arise, and to take all the men back, giving them their own benches. The demands that the men be present when the prices are fixed and that the foreman be discharged were refused.

Strike of Fur Workers at Sandwich, Ont.

On January 14, a strike of seven fur workers, involving twenty-five other men, took place at Sandwich, Ont., on account of the refusal of the employers to grant an increase of ten per cent. in wages. The men had been receiving from 18½ to 25 cents an hour. No settlement of the dispute was reported during the month.

The table which is published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of January, and which have been reported to the Department.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

ONTARIO CASES.

$1,000 for Loss of Arm.

IN the case of Lloyd Brown vs. Canadian Pacific Railway Company, tried before Judge Teetzel and a jury at Brantford, the jury awarded $1,000 to plaintiff, who lost his arm on the railway track three years ago.

The judge said: "Upon the answers of the jury to the questions submitted I direct judgement to be entered in favor of the plaintiff for $1,000 and costs, including costs of last trial, and I grant to plaintiff leave to appeal against my ruling as to costs of last trial."

The following are the questions submitted to the jury and their answers:—

Did the plaintiff get off the train voluntarily or under compulsion of the conductor's orders? Ans.—Under compulsion of the conductor's orders. If under compulsion of the conductor's orders, did the plaintiff have reasonable grounds for believing that if he did not obey the order he would be put off by physical force? Ans.—Yes. Did the conductor order the plaintiff off the train? Ans.—Yes. If you answer this question "Yes," state in what manner he did so? Ans.—By wave of the hand and by word of mouth. At the time the conductor ordered the plaintiff off the train—if he did order him off—was the train under such speed as rendered it dangerous for the plaintiff to get off, or was it reasonably safe for him to make the attempt? Ans.—We think that the speed of the train was such as to make it dangerous to get off? If you find it was dangerous, ought the conductor to have known it? Ans.—Yes. Was the order reasonable? Ans.—No. Was the plaintiff guilty of any negligence in attempting to get off the train when he did or in the manner of his attempt.? Ans.—No. To what do you find the plaintiff's injury attributable? Ans.—The negligence of the conductor in not stopping the train. If the plaintiff is entitled to any damages, how much do you award? Ans.—$1,000.

Heavy Damages for Negligent Electric Light.

On March 8, 1910, the plaintiff, John Young, a lad of 11 years, lying in bed about seven o'clock in the morning, was terribly burned by a current of electricity from the town supply of Gravenhurst. His left hand was so injured that it had to be amputated and his skull was literally burned through to the brain in two places. Judgement by Mr. Justice Riddell. "During the evening of March 7, 1910, Wright, who was on duty at the power-house, saw between 9.30 and 11 p.m. that there was a serious leakage and at once communicated the facts to Biddick, the manager. Biddick denies this. At the trial too, he said that if it had been examined for the leak the accident would not have happened. The plaintiff, John Young, lying in his bed about 7 in the morning of March 8, with the light which hung over his bed for reading purposes turned on, noticed a sparkling, which indicated, as he thought, that the lamp was going out; he then took hold of the oscillating lamp with his left

hand, and knew no more till some time after. His mother came into the room and saw his hand blazing, and also his head, where it came in contact with the iron bedstead; then his hand dropped from the lamp and the blazing ceased. I do not believe that the accident was caused by a low tension. The facts of this case show that defendants did not take the high degree of care that the law demands from a corporation trading in so dangerous an element as eletcricity, and that is sufficient to saddle them with responsibility for the disastrous consequences. Looking at all the expense, etc., Mrs. Young has been put to, she will have a verdict for $2250. In view of the serious extent of the injuries, etc., I think the sum of $7500 a reasonable sum to allow him. The very alarming state of the plant, etc., of the defendants is said to be not at all unusual. If that be the case, thousands are in daily peril of death or maiming—a state of affairs which loudly calls for legislative interference. The most ordinary regard for human life and limb would seem to necessitate some measure of governmental supervision and the most strict and searching of official inspection."

Milkmen Fined.

Milkmen who have been making a practice of using other men's milk bottles in their business have received an admonition in the Toronto Police Court.

Three were fined $20 and costs. The matter was first taken up by the Retail Merchants' Association. They wrote letters to all the milk dealers on the subject.

The Code says: "Everyone is guilty of an indictable offence who, being a bottler, trades or traffics in any bottle or syphon which has on it a trade mark duly registered or the name of another person without the written consent of such person, or who without such consent fills such syphon or bottle with any beverage for the purpose of sale or traffic."

In their letter to the milkmen the Retail Merchants' Association said:

"In the past the violation of this law has been winked at, but in the interests of honest dealing in must be lived up to. It is the purpose of the Retail Merchants' Association to enforce the regulation." Orders have gone forth from the police department for the return of all bottles, and any further use of them will constitute another offence. The penalty is a fine not exceeding $100 or four months in jail.

Farmers' Ownership of Minerals.

The farmers of Kent and Essex own the minerals under their land, and the Canada Company, from whom they purchased their property, must account to the owners for any royalties it has received for gas taken therefrom. Moreover, persons purporting to buy gas or other minerals from the Canada Company must account for the profits to the owners. This is the result of the long-drawn-out and acrimonious struggle, which involved scores of farmers in the southwestern peninsula, and which has been decided in a test case submitted to the courts.

The case has a somewhat dramatic history, involving several pitched battles between farmers and agents of the Company, pitchforks being on more than one occasion the weapons of warfare, and two debates in the provincial legislature. The disputes which gave rise to the litigation followed the discovery of rich beds of oil and natural gas in Kent county. Operators crowded into the district and property values were greatly increased. It was then the Canada Company, a corporation from which many of the owners originally secured their land, stepped in and claimed under an old Crown patent that all mineral rights were vested in it. The Company disposed of royalties and rights to operators, whose endeavours to locate their wells were met with open hostility by the landowners.

Conductor Fined for Assault.

"Conductors have a certain amount of provocation and have to put up with some unpleasantness, but it's part

of their job. They are not paid to strike passengers," said Magistrate Kingsford in the police court at Toronto when Conductor Fred T. Macklem was fined $1 and costs for striking Roy Bellyea on an Avenue road car. Bellyea boarded the car with his transfer ready to give the conductor, who was stationed at the rear door, a la P. A. Y. E., but was carried to the front of the car with the inrush of passengers. The conductor came up to him where he was sitting with his brother, took the transfer and proceeded to tell him in a very loud voice, that he should have paid at the rear door. Bellyea listened for a while and then told the conductor to go on with his collection of fares and mind his own business, whereupon the conductor struck him in the face.

Seizure of Furs at Cobalt.

Provincial Constable McRae and Game Warden Parks, of North Bay, made a seizure of furs at the latter place recently, some of the goods being taken off a Temiskaming and Northern Ontario railway express car, while the balance was found in an express office at North Bay. Two Cobalt men, Joseph Bertiz and Albert Freed, and James Campbell, of Latchford, were fined before Magistrate Atkinson for shipping illegal goods. Freed shipped ten beaver skins to North Bay and for each skin he was fined $5. When the police went to the store where Bertiz does business to summon him to appear in court they searched his premises and found hidden the skins of fifty rats, which he had purchased two weeks ago. He had shipped the skins of six mink, two foxes and one bear. For this he was fined $200. Campbell shipped one deer skin and six rats, for which he was fined $35 and costs.

QUEBEC CASES.

Damages to Injured Workman.

For the second time a Montreal jury brought in a verdict for $1,600 damages in the action of Thos. Cullen against Archibald et al. as representing the firm of Frothingham & Workman.

The action was originally entered by the plaintiff against the firm of Frothingham & Workman. He claimed $3,000, alleging that while he was working for the defendant firm assorting iron he received instructions to mount a ladder and fix some iron pins clamped in a wall in the yard, these pins being used as racks on which to place irons of similar size. Although he was employed as a checker, plaintiff alleged that he mounted a ladder and at a height of about ten feet started to bore a hole to put in a new pin. While doing so he tried to steady himself with an old pin in the wall, which gave way, and he with the ladder was precipitated to the iron lying below, with the result that he sustained a fractured hip bone and bruises on the back, as well as injuries to his head, which so incapacitated him that since then he has not been able to do any heavy work.

It was contended on behalf of the defendant Company that Cullen had no necessity to rest his weight on the other pin and that in mounting the ladder he had not used reasonable care, so that the accident was really due to his own negligence. A number of witnesses were heard not only as to the facts of the case, but as to the age and condition of health of the plaintiff, it being alleged on his behalf tha tthe company had no right to send a man of his age and condition up a ladder on such work.

The jury found the Company in fault on several counts. First they found that the pin which had given away to the plaintiff's undoing should have been securely fastened, and that defendants ought to have seen that it was solid. They further found that the Company shuold not have asked a man of 65 to do such work. On the other hand the jury found that the plaintiff had been guilty of negligence, and for this they deducted $1,400 from his claim of $3,000, leaving him damages of $1,600 net to be recovered with the costs of both actions, from the defendant company.

Damages for Death of Russian Workman.

Mr. Justice Laurendeau has condemned Messrs. D. G. Loomis & Co., contractors to pay to Dame Z, Krasno $500 in set-

tlement of a claim for $2,000 for the death of her husband, a Russian named Zadbalofsky, who was killed by falling from a ladder when painting Jacobs' building in Montreal. It was established that Zadbalofsky earned $57 in the twenty-one days preceding his death, but in the December previous he was sent to jail for vagrancy, having for the six months previous been unable to support his wife, who was in Odessa. But when he came out of jail he seems to have reformed, and was earning, according to the declaration, $15 to $20 a week, though he and his wife lived in one room. The defendants submitted that they were not liable for the accident, as although the Russian was in their employ when he was killed, he was not engaged in construction, but in working on a finished building.

Sale of Cigars on Sunday.

Whether a cigar could be legally sold on Sunday or not was the subject of two judgements three months ago. Judge Leet said no and Judge Bazin said yes. The latter's judgement was appealed by the Lord's Day Alliance and the higher court has confirmed it with costs against the Lord's Day Alliance in the King's Bench, Appeal side, thus making legal the sale of cigars on Sunday.

There is a by-law that permits the sale of a cigar on Sunday, according to Judge Archambault's judgement. The Lord's Day Alliance lawyers contended that the city had no right to have such a by-law, because selling a cigar, if it was illegal would be a crime, and therefore something for the Federal Parliament to adjudicate upon, and not merely an offence that could be determined by the Legislature, who gave the city the power to pass the by-law. Judge Archambault held the Legislature had the right to give the city power to pass what was merely a police regulation and not a crime.

MANITOBA CASES.

Prosecution of Elevator Company.

The case of Warehouse Commissioner Castle against the Thunder Bay Elevator Company, in which he charged that Company with making incorrect returns of wheat in store in their elevator at Fort William, on a specified date in December, was dismissed by the Police Magistrate at Winnipeg. The magistrate upheld the objection of the Elevator Company that he had no jurisdiction, because the action had not been commenced within six months of the date of the alleged offence, as plainly provided in the Criminal Code with respect to all cases under the summary convictions section of the Code.

There were other grounds of objection specified. The first is of interest to grain men as it alleged that the Act calls for statements to be made up to and including Saturday of each week, whereas the actual practice has been to prepare statements of stocks on Friday at noon, so that they might be mailed to Winnipeg and be available on the grain exchange Monday mornings for the figures as to "visible supply." On this ground it was argued that the statement which formed the basis of the charge was in reality no statement at all in the strict meaning of the Act.

A second objection was on the ground that the information charged guilty intent in the making of the alleged false statement, and to this was urged the old argument that, in criminal cases, a corporation cannot be held to have any intent, although the responsible official or the official signing the statement might be charged with intent. It was pointed out that the information was laid against the Thunder Bay Elevator Company as a corporation, and not against any one official personally.

Action Against Canadian Northern Railway Company Dismissed.

The plaintiffs were the wife and child of Wasyl Skulak. It appeared that on November 5, 1909, the deceased and another Galician were walking along the tracks of the Canadian Northern Railway Company just east of the Pembina crossing in Winnipeg, about half-past seven in the morning, and they were first on the main line, working in connection with keeping the tracks and grade in repair.

Hearing an approaching train, which turned out to be the Great Northern Flyer from St. Paul, they stepped off on to a side line, or switch, to get out of its way, but evidently did not notice a yard engine which was at that moment coming along in the same direction as the flyer, and they were run into by it, Skulak dying of his injuries. Mader, the man who was with him, although somewhat badly injured, escaped death in some miraculous manner. The widow and child of the deceased claimed damages from the defendant Company under the Workmen's Compensation for Injuries Act, alleging that the accident which befell Skulak, who was an employé of the defendant Company, was due to the negligence of the men who were operating the switch engine. On behalf of the Company it was contended that the unfontunate occurrence was the result of the negligence of the deceased, and that they could not in any way be held to blame in the matter.

Mr. Justice Macdonald, the trial judge, dismissed the action, holding that had Skulak kept to the walk by the side of the track no injury would have happened, but he chose to leave that and run into the danger which caused his death. Owing to absence of negligence on the part of the Compnay, and the negligence of the deceased contributing to the injury, the action must be dismissed.

Railway Watchman Convicted of Manslaughter.

Frank Leland, formerly watchman in a signal tower at Woods Siding, near Winnipeg, on the Canadian Pacific Railway, was convicted of manslaughter at the recent Winnipeg fall assizes. Leland was very drunk on duty on September 10, when the local train from Winnipeg approached the crossing of the Canadian Northern Railway at a siding. He threw the switch as the train approached and derailed it. Fireman Samson Pattison jumped out, but was crushed to death under the locomotive.

Leland was arrested at once and the Crown had no difficulty in proving that the fatality was due to his negligence. His only excuse was that he was drunk. The evidence went to show that he was not only intoxicated, but was quarrelsome and disobedient. He was sentenced to four years in the Stony Mountian penitentiary.

SASKATCHEWAN CASES.

Frauds by Homesteaders.

Severe sentences were handed out recently to three homesteaders who had been found guilty of making entries for homesteads to which they were not entitled, each being given a year in jail. The three were well-known farmers. Jacob Cathors is a pioneer settler of Neepawa district, having homesteaded about two miles north of that town in the early days. He afterwards went to Dauphin, when the movement towards that district first began, and engaged in farming. He entered for three homesteads. John Boyd had entered for four, and S. Boyd, juinor, for two homesteads; all their last applications being entered at Tisdale, Sask.

BRITISH COLUMBIA CASES.

Compensation to Laundry Employé.

In the case of Van vs. McNeill and others in the Supreme Court, at Vancouver, B. C., before Mr. Justice Morrison, a basis of settlement was agreed upon by counsel, in claim for damages by a laundry employé.

The plaintiff, a young woman, was employed at the Standard Steam Laundry, in Vancouver, B.C., and her hand was caught in a mangle. The member was dragged in over the rollers and burned on the heated metal, necessitating the amputation of three fingers. It was alleged by the plaintiff that the machine was not properly guarded. When the action was launched there was some difficulty in determining who owned the laundry, which had changed hands several times. It had been owned by Okada & Company, a Japanese firm, who had transferred to a Mr. McNeill, who in turn had transferred it to Messrs. Grant & Graham. All these were joined as

defendants. The settlement was as follows: The plaintiff to receive $750 from McNeill, $400 from Messrs. Grant & Graham, and $250 from the Japanese defendants, without costs.

$1,000 Damages for Loss of Big Toe.

Before Mr. Justice Gregory and a jury in the Supreme Court at Victoria an action was recently tried in which John Boon, longshoremen and miner, was awarded $1,000 damages against the stevedoring Company of Brown & McCabe for loss of his big toe and injuries received about the body, in July last, which kept him in hospital for a month, and owing to which he was, up to the trial, unable to earn his livelihood. The injuries were received while the plaintiff was working on the ship *Elginshire* at the Michigan-Puget Sound wharf, loading lumber. Boon was stationed in the lower hold when a sling of heavy lumber was sent down, and because it was not properly slung together, as alleged by the plaintiff, he was struck on the foot, his big toe crushed, his side, from chest to waist, was skinned, his knee injured and his ankle sprained. The plaintiff alleged negligence on the part of his employers, and claimed damages under the Employers' Liability Act. In his evidence he said the sling of lumber was not properly slung and bound with battens or packing to prevent slipping; that the sling was loaded by the foreman on the job; that one man instead of two was stationed at the top of the hatch and also that no warning was given him. He was working in the lower hold and receiving $4 per day of ten hours. After the accident he was taken to the hospital, where the big toe of his right foot was amputated. From the hospital he went to his home and remained there a month and was then two weeks on crutches.

Fisheries' Dispute before Courts.

The dispute between the Dominion Government and the British Columbia government over the power of the province to license fishermen, has taken concrete legal shape in the appeal of Antinio, a Steveston fisherman, against the fine imposed upon him by the Steveston magistrate for fishing without a provincial license. For two years both the Dominion and provincial governments have exacted license fees from the fishermen of the province and the dispute at one time took exciting turn through the refusal of fishermen on the Fraser to take out a provincial license. In this case Antinio had taken out a Dominion license and he has appealed against the fine for not taking out a provincial license on the ground that it was beyond the power of the province to demand or compel a license. This constitutional question has been argued before Judge McInnes, and judgement has been reserved upon it.

On behalf of the provincial government, it was contended that taxation by the British North American Act is exclusively within the power of the provinces, and that in imposing a license on fishermen the Province of British Columbia is simply exercising that right.

On behalf of the Dominion Government it was claimed that section 91 of the British North American Act gave the exclusive right of legislation in regard to fisheries to the Dominion, and that the prohibitory character of the provincial license made it an infringement of the rights of the Dominion. Another point urged was that the penalty clause of the Fisheries' Act of the province dealt with a man fishing without a license, but had nothing to say in the interpretation clause as to who could grant the license.

The legal question involved will in due course reach the higher courts.

Foreign Dependents' Rights under Workmen's Act.

The Workmen's Compensation Act extends its benefits to foreign dependents. This was the judgement delivered a short time ago by Mr. Justice Clement in the test case of Kraus, the Crow's Nest Pass Coal Company, and it will likely be carried to the appeal court. The question was whether the foreign dependents of workmen killed in the province could recover compensation under the Workmen's Compensation Act.

The argument against liability in such accident cases was that there were certain sections in the Act which showed the intention of the legislature to be that the benefits of the Act were confined to people living in the province. The principal section relied upon was section 8 of the second schedule, which provides that in order to enforce payment of the award it may be filed in the office of the county court for the district in which the applicant resides, and it then has the force of a county court judgement. As the applicant in this case did not reside in any district of the province, there was no place to file the award and therefore no means of enforcing it. As it could not be enforced, the legislature must have intended to restrict the benefits of the Act to people living within the jurisdiction.

The answer to this argument was that the Act only provided a short means of enforcing the payment of an award, leaving the other common law remedies of enforcing it open to the applicant, and that therefore an action could be brought on the award, even although the person entitled to its benefits did not reside within the jurisdiction.

The Western Federation of Miners and the Mine Workers of America, as well as the relatives of the workman, were strongly urging this view. Awards under this Act have frequently been paid to relatives living in a foreign country, the point never having before been raised.

Damages Against British Columbia Electric Railway.

The widow and children of William Johnstone, one of the victims of the Lakeview accident on the British Columbia Electric Railway were at a recent assizes awarded damages amounting to $7,500. The Company's defence was that the plaintiff being an employé of the Company was killed by the negligence of other employés and therefore the Company was not liable. Evidence was also produced to show that the Company's rules were changed to allow of an employé in uniform travelling free even without a pass, and even if the deceased had not a pass upon him the Company was exempt from liability. The plaintiffs proved that the deceased was in plain clothes at the time of the accident, except that he wore a uniform vest and he was not on duty, so that he was in the same position as the other passengers. The jury conferred for two hours and their verdict awarded $4,000 to the widow, $500 to the older boy and $3000 to the small child.

Damages Reduced.

The Court of Appeal has reduced the damages in the case of Mackenzie vs. Burns, from $750 to $250. A year ago last summer Mr. Mackenzie's four-year-old child was run over and injured by one of a herd of twenty cattle belonging to Burns & Company, which were being driven along the street by four mounted herdsmen. The court of appeal agreed with the lower court that four men were not sufficient to control the herd. At the same time they considered the damages excessive, and with the consent of counsel and in order to save a new trial they reduced them.

THE

LABOUR GAZETTE

MARCH, 1911.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF FEBRUARY, 1911.

I.—GENERAL SUMMARY.

GENERAL employment was active, considering the season, throughout February. The heavy snowfalls afforded work at removal for unskilled labour, though railway traffic was not deranged to any material extent. Exceptionally favourable conditions for the gathering of the ice supply gave further activity to labour. Conditions in the leading industries and trades showed little change from those of January. Agriculturists were engaged for the most part in feeding stock and marketing produce, for which prices remained favourable. Fishing and mining were characterized by seasonal dullness, though activity was re-commencing in some of the asbestos properties of Quebec. Lumbermen in eastern Canada were somewhat impeded by the depth of snow, but favourable conditions otherwise prevailed. Railway construction continued unusually active. Manufacturers were mostly running full time, with full staffs. The outlook is for an active resumption of outdoor work on the opening of spring, in view of the many large contracts under way or contemplated in railway construction, building and civic improvements. The immigration movement is opening with pronounced activity and gives promise of a heavy year.

Changes in Wages and Hours of Living.

The following is a statement, by industries and groups of trades, of the more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during February, 1911.

Building trades.—Negotiations with regard to the scales of wages to prevail during 1911 were in progress at several points. Bricklayers received an advance at Brandon, Man.

Metal.—Sheet metal workers at Ottawa had their wages advanced from 30 to 35 cents per hour.

Printing and allied trades.—Printers and stereotypers (thirty-six) at Vancouver, B.C., received a substantial advance in wages from February 1. The increases averaged from $5 to $7 a week.

Civic employés.—Increases were granted to certain employés of the municipality of South Vancouver, B.C., and to firemen and policemen at Chatham, Ont.

Railway service.—From January 1, 1911, locomotive engineers and firemen, to the number of 700, on the Intercolonial Railway system, had their wages increased seven and one-half per cent. Hostlers on the same system, to the number of twenty, had their wages increased from 22 to 24 cents per hour.

Interruptions to Industry.

Among industrial establishments, &c., destroyed by fire or through other causes, during February, as reported in the press of the Dominion, the following may be mentioned:—

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations, or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

Nova Scotia.—Warehouse and 60,000 bushels of potatoes at Andover, loss, $100,000; outbuildings and residence at Digby, loss, $2,000; boarding house and contents at Kingston, loss, $5,700 and a newspaper office at Truro, loss, $15,000.

New Brunswick.—Outbuildings and residence at Ford's Mill, loss, $1,000; hotel at Edmunston, loss, $10,000; light-house at Grindstone Island; church at Marysville, loss, $65,000.

Quebec.—Powder factory at Beloeil, loss, $15,000; hotel and residence at Buckingham; outbuildings and thirty tons of hay at Island Brook; business block at Farnham, loss, $40,000; outbuildings at D'Israeli, loss, $3,000. At Montreal, drygoods store, loss, $50,000; garment factory ; convent, loss, $100,000; boarding house, loss, $2,000; shoe store, loss, $2,000; Grand Trunk Railway storehouse, loss, $5,000; wholesale grocery, loss, $75,000; twelve tenements, loss, $25,000; canned foods factory; carriage factory and garage, loss, $60,000; wood and coal office, loss, $3,000; iron bedstead factory, loss, $150,000. Store at Notre Dame de la Paix, loss, $6,000; factory at Quebec, loss, $5,000; business block at Sherbrooke, loss, $8,000; store at Shawinigan Falls, loss, $10,000; hotel at Villeray, loss, $20,000; two stores at Westmount, loss, $5,000 and a carriage shop at Rivière du Loup, loss, $5,000.

Ontario.—Aguanico mine plant, loss, $10,000; tenement at Carleton Place, loss, $1,000; opera house at Cobalt, loss, $10,000; railway freight shed at Glencoe, loss, $5,000; plaster works at Hamilton, loss, $3,000; business block at Hensall, loss, $60,000; general store at New Dublin, loss, $12,000; car shops (partial) at North Bay, loss, $1,000; flour mill at Millbrook, loss, $20,000; stable and five horses at St. Catharines; business block at Stayner; livery stable at Thamesville, loss, $2,800. At Toronto, laundry, loss, $1,400 and two stores, loss, $1,500.

Manitoba.—Fire hall and engine at Waskada.

Saskatchewan.—General store at Broadview, loss, $3,000.

Alberta.—Three stores at Strathcona, loss, $40,000.

British Columbia.—Saw mill at Ladner, loss, $20,000 and church at South Vancouver, loss, $17,000.

Heavy snowstorms in Western Canada at the beginning of the month affected railway traffic.

Conditions in the Industries and Trades.

Conditions of employment during February, in the several industries and groups of trades throughout Canada, as indicated by reports of correspondents of the *Labour Gazette*, and by information received at the Department of Labour from other sources, may be briefly summarized as follows:—

Agriculture.

Seasonal quietness prevailed throughout Canada, the work of agriculturists being chiefly confined to stock feeding, wood cutting and the marketing of produce. Prices have been on the whole well maintained. Ploughing had been begun in a few localities in the Northwestern Provinces. The winter wheat outlook in Ontario and Alberta was pronounced satisfactory.

The report of the general grain agent of the Canadian Pacific Railway on winter wheat conditions in Alberta forms the first report to hand on the coming crop. It shows the conditions of the winter wheat to be so far satisfactory. It estimates a total acreage for the province of 230,000 acres, which is considerably larger than the estimate made by the Deputy Minister of Agriculture in October. The report states that plenty of rain came after the wheat had been sown, giving the crop an excellent start. With sufficient rain in April and May, and no heavy frosts after the ground thaws, a good crop is predicted for 1911.

Several important meetings of agriculturists were held during February, among these being: The Eleventh annual convention of the Ontario Association of Fairs and Exhibitions; the tenth annual meeting of the Saskatchewan Grain Growers' Association; the annual conventions of the Agricultural Society, Dairymen's Society and Women's Clubs of Saskatchewan; the seventh annual convention of the United Farmers of Manitoba; the annual meeting of the Provincial Dairymen's Association of Prince Edward Island; and several important meetings of associations of stock-raisers, fruit and vegetable growers, &c.

The Census and Statistics Monthly issued during February contains a valuable review of agricultural conditions during 1910. Values and wages, it is stated, made a good record. The total value of live stock on the farms is $593,768,000, which is $34,979,000 more than in 1909. The price per head of horses is $132.50, as against $130.72 in 1909; of milch cows, $42.60, against $36.36; of other cattle, $30.90, against $28.81; and of sheep, $6, against $5.89. Swine, alone, show a drop in average price, being $11.30 per head, against $11.80. The total value of horses is $293,398,000 for last year, against $278,789,000 for 1909, of milch cows, $121,613,000, against $103,601,000; of other cattle, $131,781,000, against $126,326,000; and of sheep, $15,919,000, against $15,735,000. The value of swine, however, fell from $34,368,000 in 1909, to $31,157,000 in 1910. The highest aver ag

price of horses was in Saskatchewan; of milch cows, other horned cattle and sheep, in Ontario; and of swine, in Quebec. Horses three years old and over reached the highest price in British Columbia, where the average was $225. Swine per 100 lb. live weight, ranged from $6.50 in Manitoba, to $9.62 in Quebec. The price of unwashed wool was 18 cents in 1910, and 17 cents in 1909; and of washed wool, 24 cents for each year. The average value of occupied farm lands in the Dominion was $38.45 per acre, or 15 cents less than for the previous year. It was highest in British Columbia, where the cost of clearing is heavy and the land is largely occupied for fruit-growing; the average being $74 per acre, or 56 cents per acre more than in the previous year. Ontario comes next with $48 per acre, which is $2.22 less than in 1909. Farm help for the summer season shows an average of $35.15 per month for males, and $20.70 for females, counting board, as compared with $33.69 and $19.08 respectively in the previous year. Males have an average of $347.10, and females, $209.69 per year, counting board, as against $336.29 and $206.08 respectively for 1909. The highest prices per month in summer are paid in Saskatchewan, Alberta and British Columbia, where they are $40 and over for males, and $25 and over for females, counting board. The average rate of board per month ranges from $8 for males and $6 for females in Prince Edward Island, to $20 and 17 respectively per month in British Columbia. The rates of wages and board are quoted for the farm, where males are employed on the land and females in the house. They are averages computed from a large number of returns by farmers to the Census Office.

A bulletin issued by the Dairy and Cold Storage Commissioner of Canada as to the outlook for Canadian tomatoes in Great Britain concludes that though it is now possible to land tomatoes in Great Britain in good condition, the process is expensive, and that under present conditions the export of tomatoes to Great Britain would yield no profit to the shipper.

Fishing.

Fishing has been quiet throughout Canada. In the Maritime Provinces fair catches of smelts and other winter fish were made, and preparations were actively under way for the opening of the lobster season. Other catches, however, were light, and prices were correspondingly high. Some good herring and halibut catches were reported in British Columbia.

Lumbering.

Unusually deep snow hampered operations in the woods in some localities, and caused some reduction of staffs in the winter camps. Otherwise, conditions were favourable, The cut will probably compare well with that of the preceding year. Water in the streams was unusually low causing some loss of time to mills dependent on water power. Lumber prices continued firm.

A Bill was introduced in the Quebec Legislature proposing to create township forestry reserves, for the purpose of providing a supply of firewood for farmers, in parishes which had been denuded of their forests.

The third annual meeting of the Canadian Lumbermen's Association was held at Ottawa, February 7.

The annual report of the Department of the Interior, Canada, shows that for the fiscal year ending March 31, 1910, there has been a marked increase in the amount of timber cut on Dominion lands, the amount derived from royalty alone being $57,585.52 in excess of that received during the preceding fiscal year. The average ruling price of lumber during the year, in the different agencies, was as follows: Calgary, $14.81; Edmonton, $16; Prince Albert, $18.47; Winnipeg, $14.63; New Westminster, $14.15. The area of timbered lands held under license and permit in the Provinces of Manitoba, Saskatchewan and Alberta and the Northwest Territories and the railway belt in British Columbia, totaled 7,905 98 square miles under license, and 827 under permit. This showed a decrease in land under

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of *The Gazette* as published in the present issue several trades and industries throughout the Dominion. The table has reference only to the amount of employment headings in *The Gazette*. In tabulating the information in question, the terms employed are divided into two groups, active, very active; (2) quiet and very quiet.

City and District of Correspondent.	Agricultural operations.	Fishing.	Lumbering (including sawmilling.)	Mining.	Manufacturing.	Railway construction.	Building trades.
Nova Scotia—							
1—Sydney	Active	Quiet	.....	Active	Very active	.....	Active
2—Westville	Quiet	.....	Active	Active	Active	.....	Active
3—Halifax	Quiet	Quiet	Quiet	.....	Quiet	.....	Very quiet
4—Amherst	Quiet	.....	.....	Active	Very active	.....	Active
Prince Edward Island—							
5—Charlottetown	Quiet	Active	.....	.....	Active	.....	Quiet
New Brunswick—							
6—Moncton	Active	Active	Active	Active	Active	.....	Active
7—St. John	Quiet	.....	Active	.....	.....	Active	Quiet
8—Newcastle	Quiet	Active	Active	.....	.....	.....	Quiet
Quebec—							
9—Quebec	Active	.....	Active	.....	Active	.....	Quiet
10—Sherbrooke	Quiet	.....	Active	Active	Very active	.....	Active
11—Three Rivers	Quiet	Quiet	Active	.....	Very active	Active	Active
12—St. Hyacinthe	Active	.....	.....	.....	Very active	.....	Quiet
13—St. Johns and Iberville	Active	.....	Active	.....	Very active	.....	Active
14—Sorel	Active	.....	.....	.....	Active	.....	Quiet
15—Maisonneuve	.....	.....	.....	.....	Very active	.....	Quiet
16—Montreal	.....	.....	.....	.....	Active	.....	Active
17—Hull	.....	.....	Active	Quiet	Active	.....	Quiet
Ontario—							
18—Ottawa	Active	.....	Active	.....	Active	.....	Quiet
19—Kingston	.....	.....	Active	Active	Active	.....	Active
20—Belleville	Active	Active	Active	Active	Very active	Active	Active
21—Peterborough	Active	.....	Quiet	.....	Active	.....	Quiet
22—Toronto	Quiet	.....	.....	.....	Active	.....	Active
23—Niagara Falls	Active	.....	.....	.....	Active	Active	Quiet
24—St. Catharines	Quiet	.....	.....	.....	Very active	.....	Active
25—Hamilton	.....	.....	.....	.....	Very active	Active	Quiet
26—Brantford	.....	.....	.....	.....	Very active	.....	Active
27—Guelph	Quiet	.....	.....	.....	Active	.....	Quiet
28—Berlin	.....	.....	.....	.....	Very active	.....	Quiet
29—Woodstock	.....	.....	.....	.....	Very active	.....	Active
30—Stratford	Quiet	.....	.....	.....	Very active	.....	Quiet
31—London	Active	.....	.....	.....	Active	.....	Very quiet
32—St. Thomas	.....	.....	.....	.....	Active	.....	Quiet
33—Chatham	Quiet	.....	.....	.....	Active	.....	Quiet
34—Windsor	Active	.....	.....	.....	Very active	.....	Active
35—Sault Ste. Marie	Quiet	.....	Active	.....	Active	.....	Quiet
36—Port Arthur & Fort William	.....	.....	Active	.....	Active	Active	Quiet
Manitoba—							
37—Winnipeg	Quiet	.....	Active	.....	Active	.....	Active
38—Brandon	Quiet	.....	.....	.....	Active	.....	Active
Saskatchewan—							
39—Regina	Quiet	.....	.....	.....	Active	Active	Quiet
40—Moose Jaw	.....	.....	.....	.....	.....	.....	Quiet
41—Saskatoon	Quiet	.....	.....	.....	Active	.....	Quiet
Alberta—							
42—Calgary	.....	.....	.....	.....	Active	Active	Active
43—Edmonton	Active	.....	.....	Very active	Active	.....	Active
44—Lethbridge	Very quiet	.....	.....	Very active	Active	.....	Quiet
British Columbia—							
45—Nelson	.....	.....	Quiet	Quiet	.....	.....	.....
46—New Westminster	.....	Quiet	.....	.....	Active	Active	Quiet
47—Vancouver	Active	.....	Active	.....	Active	.....	Quiet
48—Victoria	.....	.....	.....	.....	Active	Active	Quiet
49—Nanaimo	Active	Quiet	Active	Active	.....	.....	Active

CANADA DURING THE MONTH OF FEBRUARY, 1911.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken as to wage changes, trade disputes and kindred phenomena treated under separate the order indicating in each, the degree to which general conditions were favourable or unfavourable, as follows: (1)

	Metal, engineering and ship-building.	Wood-working.	Printing and Allied trades.	Clothing.	Food and tobacco preparation	Leather.	General transport.	Miscella-neous.	Unskilled labour.
1—	Active	Active	Active	Active	.....	.....	.....	.....	Quiet
2—	Active	.....	Active	Active	Active	Active	.....	Active	Active
3—	Quiet	.....	Active	Quiet	Active	.....	Active	Active	Quiet
4—	Active	Active	Active	Active	Active	Active	Active	Active	Active
5—	Active	Active	Active	Active	Active	Active	Quiet	Active	Quiet
6—	Active	.....	Active	Active	Active	Active	Active	Active	Quiet
7—	Active	Quiet	Active	Active	Active	.....	Active	Active	Quiet
8—	Active	Active	.....	.....	.....	.....	Active	.....	Quiet
9—	Active	.....	Active	Quiet	Active	Active	Active	Active	Very quiet
10—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
11—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
12—	Active	Active	Active	Active	Active	Active	Active	Active	Active
13—	Active	Active	Active	Active	.....	.....	Active	Active	Active
14—	Active	Active	Active	Active	Active	Active	Active	Active	Active
15—	Active	Active	Active	Active	Active	Active	Active	Active	Active
16—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
17—	Active	Active	.....	.....	.....	.....	Active'	Active	Quiet
18—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
19—	Active	Active	Active	Active	Active	Active	Active	Active	Active
20—	Active	Active	Active	Active	Active	Active	Active	Active	Active
21—	Active	Active	Active	Quiet	Active	.....	Active	Active	Quiet
22—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
23—	Active	.....	.....	Active	Active	.....	Active	Active	Quiet
24—	Active	Active	Active	Active	Active	Active	Active	Active	Active
25—	Active	Active	Active	Active	Active	Active	Active	Active	Active
26—	Very active	Active	Active	Active	Active	Active	Active	Active	Quiet
27—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
28—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
29—	Active	Active	Active	Active	.....	.....	Active	Active	Quiet
30—	Active	Active	Active	Active	Active	Active	Active	Active	Active
31—	Active	Active	Active	Active	Active	.....	Active	Active	Very quiet
32—	Active	.....	Active	Active	.....	.....	Active	Active	Quiet
33—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
34—	Active	Active	Active	Active	Active	.....	Active	Active	Active
35—	Active	Active	Active	Active	Active	.....	.....	Active	Quiet
36—	Active	Active	Active	Quiet	Active	.....	Active	.....	Quiet
37—	Active	Active	Active	.....	.....	.....	.....	.....	Quiet
38—	Active	Active	Active	Active	Quiet	.....	Active	Active	Very quiet
39—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
40—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
41—	Active	Active	Active	Active	.....	.....	Very active	Active	Very quiet
42—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
43—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
44—	Active	Active	Active	Active	Active	Active	Active	Active	Very quiet
45—	.....	.....	.....	.....	.....	.....	Active	.....	Quiet
46—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
47—	Active	Active	.....	Active	.....	.....	Active	Active	Quiet
48—	Active	.....	Active	.....	.....	.....	Active	Active	Quiet
49—	Active	Active	Active	.....	Active	.....	Active	Active	Quiet

license of 384 square miles, and in land under permit of 686 square miles. The output of lumber at the mills operating in timber cut upon Dominion lands, during the year under review, amounted to 240,408,390 feet, board measure, which amount exceeds that of the previous year by 58,598,930 feet. The total amount of lumber marketed in the Provinces of Manitoba, Saskatchewan and Alberta, during the year, was 943,843,098 feet, of which amount about 500,000,000 was brought in from British Columbia. The total shipments from the mountain mills during the year were 324,829,326 feet. The estimated quantity of logs on hand at these mills at commencement of 1910 sawing season was 350,000,000 pieces. The selling price of lumber of the different kinds was higher than in the previous year by from $2 to $4 per thousand feet.

The total number of poles reported as purchased in Canada during 1909 by telegraph, telephone, electric light and power companies, and electric and steam railways operating in Canada, was 358,-255. The total value at the point of purchase was $497,052. The purchases in 1909 were 92.9 per cent greater than in 1908. The large increase of 172,448 poles was entirely due to an increase in the purchase of short cedar poles by the telephone and telegraph companies. It is for this reason, the large increase in the proportion of short cedar poles used, that the average price of all poles used fell from $1.53 in 1908, to $1.39 in 1909. Telephone and telegraph companies are the greatest users of poles. They bought eighty-three per cent. of the poles used in 1909. The use of poles by these companies was 141.8 per cent. greater in 1909 than in 1908. The increase was all in cedar. The prices paid for poles ranged from 79 cents each, for spruce poles, 20 to 25 feet long, to $6.71 each, for poles of unspecified species, 41 feet long and over.

The lumber trade of the Province of Quebec, during 1910, was on the whole satisfactory. So far as the trade with Great Britain was concerned, the actual results of the year's business were as good as those of the year before. The quantity of lumber shipped showed an increase. Trade with the United States was good, the exports for the year to that country from the consular district of Quebec alone showing an increase in value over those of the preceding year of almost $280,000. During the year a large amount of English and American capital was invested in Quebec and Eastern Canada pulp and lumber areas, and the pulp and paper business was conducted on an extensive scale.

The lumber production of the Georgian Bay and Northern Ontario district was 860,698,000 feet in 1910, as against 843,545,000 feet in 1909. The production of shingles for the said years in that district was, 1910, 222,681,000 pieces; 1909, 216,668,000 pieces. The lumber production of the Ottawa Valley in 1910 amounted to 542,800,000 feet, as compared with 532,300,000 feet in 1909. The lath production was 66,050,000 and 61,500,000 pieces respectively, and the shingle production 61,600,000 pieces in 1910, compared with 69,000,000 pieces in 1909.

In New Brunswick there was a slight increase in lumber shipments to Great Britain, but a reduction in exports to the United States. In Nova Scotia an average year was reported, production being about three-quarters of the average and prices showing little change. The exports of lumber from Nova Scotia ports was estimated at 290,000,000 feet. To these figures must be added an equal or considerably greater quantity for home consumption, which places the quantity of lumber manufactured at about 600,-000,000 feet.

The outlook in the lumber trade of British Columbia was reported encouraging for 1911.

Mining.

Activity has been well maintained in the collieries throughout Canada, including those of Nova Scotia, Alberta and British Columbia. Conditions showed little change from last month in the asbestos, mica, silver, copper and other industries of Ontario and Quebec. Production at Cobalt, Ont., has been somewhat low, owing to lack of power. In British Columbia development and production were continued with a fair degre

of activity. It is stated that the production of the Rossland camps was considerably higher than in 1909.

A report tabled in the Legislature of Quebec by the Superintendent of Mines shows the total production of the mines of that Province during the past ten years to have been of the following values:—

Year.	Value.
1901	$2,997,731
1902	2,985,463
1903	2,772,762
1904	3,023,568
1905	3,750,300
1906	5,019,932
1907	5,391,368
1908	5,548,998
1909	5,542,062
1910	7,072,244

The total value of the mineral production of Ontario last year was $39,232,814, or nineteen per cent. over 1909, when the output had a value of $32,981,375, or an advance of fifteen per cent. over the production of 1908, which was $25,637,617. The chief contributors to this increase were the silver mines of Cobalt and the nickel-copper mines of Sudbury, the production of the former being $2,972,272, and the latter, $1,462,251 in excess of that of 1909. The year's production of gold was $60,918, which though small, is nearly double that of 1909. More than half the yield came from the new camp at Porcupine.

According to a statement received from th Consolidated Mining & Smelting Company of Canada, the Company produced during the six months ending December 31, through the smelter at Trail, $2,294,000 gross value of metals. Though this total is less than half that for the twelve months preceding, it is a considerable advance over the showing for the corresponding six months of 1909.

Although complete statistics are not yet available, sufficient information is at hand to indicate that the total value of the mineral production of Canada during the past year exceeded $105,000,000.

Manufacturing.

Industrial establishments continued very active, the amount of employment available comparing favourably with that offering during February, 1910.

It has been estimated that since 1887, $58,948,503 has been expended on the steel industry in Canada. Of this amount, $35,146,399 was for construction and extension, $5,301,930 for acquisition and development of mines, and $18,500,173 for acquisition and development of coal properties connected with steel plants.

Railway Construction.

Conditions showed little change from the preceding month. On all parts of the National Transcontinental Railway rapid progress for the season was reported.

According to an estimate made by the *Railway and Marine World*, 1,869 miles of track were laid by twenty-two railway companies during 1910 in Canada, compared with 1,588 miles in 1909. Of this total, 286 miles were laid by the Canadian Pacific Railway Company, 521 by the Canadian Northern Railway Company, 336 by the Grand Trunk Pacific Railway Company, and 437 by the National Transcontinental Railway Commissioners. Divided by provinces the track laid during the year compares with that laid in 1909 as follows:—

	1910 Miles.	1909 Miles.
Saskatchewan	518.84	487.80
Alberta	365.63	373.17
Ontario	308.98	288.63
Quebec	232.10	171.24
New Brunswick	180.40	87.00
Manitoba	141.49	136.23
British Columbia	117.80	74.40
Nova Scotia	4.00	.....
	1,869.24	1,588.47

During the year ended June 30, 1910, the additions to the rolling stock of the various Canadian railways included 110 locomotives, 138 passenger cars, 1,934 freight cars, and 789 cars for the company's own service. On that date there were in service 4,079 locomotives, 4,320 passenger cars, 119,713 freight cars, and 8,648 company cars. In addition, there are seventy-one locomotives and 1,729 cars under lease. The returns show 1,090 passenger, 2,601 freight, and 388 switching locomotives, a total of 3,989, or ninety less than the number of locomotives stated

General Transport.

Railway earnings have been well maintained, reflecting active conditions of employment. Street railway employés also had an active month.

For the year ending June 30, 1910, according to statistics recently issued, Canadian railways paid in taxes the sum of $1,792,648, an increase of $212,312 over the amount paid during the previous year.

On January 5, 1910, the net surplus of freight cars in Canada and the United States was estimated at 38,416, while on January 4, 1911, the surplus was 106,924 cars, showing an increase of 68,508, or 178 per cent. This total was much smaller than at the end of 1908, and since that time very large additions have beeen made to rolling stock.

The Trades.

Building.—Building operations were mostly confined to inside work, and the month was active. The outlook is for an active resumption of outside work on the opening of spring.

Metal and woodworking.—These trades were well employed, industrial establishments as a rule working full time with full staffs.

Printing and allied trades.—Business continued very active for printing and allied tradesmen.

Clothing.—Custom tailors were becoming active. Garment workers had a good month. Boot and shoe workers were becoming very active.

Textile.—Employés in cotton and woollen mills were very busy. Large orders on hand at remunerative prices were announced by leading manufacturers.

Leather.—Continued and progressive activity was reported in the leather trade.

Unskilled labour.—The heavy snowfalls of the month gave considerable amount of employment to this class, expenditures for snow removal by transportation companies and municipalities being exceptionally heavy. Ice-cutting gave employment to large numbers of men, the ice being of exceptionally good quality. The outlook for this class on the opening of spring is favourable, in view of the large contracts, let or contemplated, for railway construction, building, and civic improvements, &c. It is estimated that 35,000 men will be required in western Canada by farmers and railways companies during the summer of 1911.

Canadian Trade and Revenue.

Foreign trade.—During January, 1911, the total value of imports entered for consumption in the Dominion of Canada, was $36,663,957, compared with $30,253,852 in January, 1910. For the first ten months of the present fiscal year ending January 31, 1911, the total value of imports entered for consumption was $376,481,520, compared with $302,050,-207 in the corresponding months of the last fiscal year. The total value of domestic exports during January, 1911, was $17,142,416, compared with $20,558,406 in January, 1910. The total volue of domestic exports during the ten months ending January, 31 1911, was $238,907,-285, as against $241,675,219 in the corresponding months of last year. During January, 1911, there were increases in exports of the mine and manufactures, and decreases in exports of the fisheries, the forest, animals and their produce and agriculture. The grand total of Canadian trade for January, 1911, was $56,431,447, compared with $51,800,102 in January, 1910, and for the ten months ending January 31, 1911, $634,431,075, as against $564,286,780 in the corresponding months of 1909.

Good openings for Canadian trimmed mica in Japan, and Canadian timber and lumber in Holland were reported. The establishment of representative Canadian commercial houses in Havana is recommended, the island of Cuba being a natural market for many Canadian products.

Imperial trade.—According to reports Canadian Trade Commissioners received at the Department of Trade and Commerce, Canada, there are openings in Great Britain for the products of Canadian mineral phosphates and wooden shoe last blocks. An increase in the trade in motor and other Canadian vehicles and parts thereof is also reported. The

establishment of a branch of the Royal Bank of Canada at Port of Spain, Trinidad, has been the cause of satisfaction The personal representation of Canadian firms, manufacturers of vehicles and motors, in this island is urged. In Jamaica the importation of Canadian motor cars and parts thereof increased in value from £5,350 in 1908, to £8,708 in 1909. The importation of Canadian flour into Barbados has largely increased. There has been a satisfactory increase in the trade between Canada and British Guiana. In New Zealand the decision of the Canadian Government to include New Zealand as a port of call in the new contract for the Vancouver mail service has been received with satisfaction by the business community of that Dominion, the practical effect being to save a delay of nine days in delivery of the mails and to obviate the transhipment of freight from Vancouver to New Zealand. There is a large demand in that country for cement, and a good opportunity for Canadian manufacturers of this product is stated to exist. The official returns issued by the Customs Statistical Bureau of British South Africa for the fiscal year 1909 indicate a gratifying advance in the value of the wheeled vehicles and parts thereof imported from Canada, during the year. The figures show a substantial increase of seventy-seven per cent. for this period.

Domestic trade. — Domestic trade throughout Canada during February was on the whole active, although heavy snowfalls in the month somewhat hampered country trade. All things considered, however, a fair seasonable movement of merchandize occurred. Good orders from dry-goods travellers were received. The millinery openings at the end of the month were fairly well attended, but owing to the lateness of Easter buying fell off slightly, some having deferred a portion of their purchases until the second openings some weeks later. Groceries were quiet and provisions were irregular in price; other commodities, however, ruled firm. Trade in paints and oils was brisk, the high prices lately prevailing for linseed oil and turpentine continuing. General collections were fair. Bank clearings in eighteen of the largest commercial centres of the Doiminion showed very considerable increases over the corresponding month in 1910.

The January bank statement showed increases in deposits and in current loans in Canada. Banking facilities were increased during the month by about $5,500,000. Call loans showed notable decreases, those elsewhere, chiefly in the United States, having declined during January by $7,000,000, or about 7.6 per cent. The money loaned by Canadian banks is $44,000,000, or 34.5 per cent, less than a year ago. During January, domestic loans decreased by $3,700,000, or 5.6 per cent. In the last four years the total deposits in Canadian banks have increased from $575,000,000 to $820,000,000, a gain of $245,000,000, or 42.6 per cent.

The Weyburn Securities Company of Saskatchewan has been granted a bank charter and its branches have become branch banks. This accounts for an increase of thirty-seven in the number of branch banks in January. There were three branches closed. Canadian bank branches are now distributed as follows:—

In Canada		2,402
Ontario	990	
Quebec	370	
Nova Scotia	112	
New Brunswick	73	
Prince Edward Island	15	
Manitoba	187	
Alberta	193	
Saskatchewan	283	
British Columbia	175	
Yukon	3	
North West Territory	1	
In Newfoundland		10
Elsewhere		47
Total		2,459

Canadian revenue.—Canadian revenue for the month of February, 1911, amounted to $9,491,997.97, compared with $8,173,937.94 in February, 1910. The total revenue to February 28, 1911, was $104,302,705.15, compared with the sum of $89,684,460.46. The total expenditure on capital account during February, 1911, was $2,695,480.09, as against $2,730 320.39 in February, 1910. The total expenditure on capital account to February 28, 1911, amounted to $28,604,934.12, compared with $29,989,535.68 to February 28, 1910. The items of expenditure during February, 1911, were confined to

Public Works, railways and canals, $2,695,480.09. and bounties, $32,025.12.

Notes.

A co-operative poultry association was organized at Peterborough, Ont.

Some scarcity of fuel and cattle feed was experienced locally in Saskatchewan.

The Ontario Retail Hardware and Stove Dealers' Association held its annual convention at Peterborough, Ont.

The Royal Commission on Chinese immigration finished the taking of evidence, after sittings which have lasted since December 15, 1910.

On the question as to whether the Board of Utilities Commissioners of New Brunswick have power to deal with the New Brunswick Telephone Company, judgement was recently established overruling the objections raised.

A deputation representing architects, contractors, workmen and civic authorities waited upon the Select Committee of the Ontario Legislature which is dealing with the Bill to provide better protection for workmen in the construction of buildings.

On January 4, a fine of $500 was imposed on the Johnson & Johnson Company, Limited, railway contractors, by His Honour Judge Fitch, at Fort Francis, Ont., for a breach of the Alien Labour Act. Subsequently, an appeal was carried to the Division Court of the High Court of Justice of Ontario.

The Associated Boards of Trade of the Province of Ontario held a convention at Toronto, at which there were approved the appointment of a royal commission for the improvement of agriculture, a publicity campaign in Great Britain, the establishment of technical education in the public schools, and the adoption of the county system of good roads.

A convention of District 18 of the United Mine Workers of America was held at Lethbridge, Alta., with forty delegates attending. The officers' reports showed the union to be in a flourishing condition, with an increase of nearly two thousand members during the year.

The twelve months of 1910 were unusually active in company promotion in Canada. No less than 2,859 companies obtained either Dominion or Provincial charters. These concerns had an aggregate authorized capitalization of $741,938,874, or an average capital per company of $259,509. Two hundred and thirty-three companies had an authorized capital of $1,000,000 and over.

The Guelph Co-Operative Association reports that its trade during the past six months shows an increase over the corresponding period of the previous year of $3,090. The total sales for 1910 were $81,698.77, as against a total of $71,543.56 for the previous year, or a total increase in trade over 1909 of $10,155.21.

II. REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

LABOUR conditions continued active during February. Industrial conditions were favourable and were but little affected by the severe weather and the snowstorms. Sleighing was excellent, and its continuance since January greatly added to the activity of farmers and of business. The leading industries, such as coal mining and steel manufacturing, had a fairly good month, while the allied trades and lesser works were brisk. In the mining districts of Glace Bay and Sydney Mines there was some broken time. The newer collieries in the Sydney Mines district suffered most from the idleness. Upwards of two hundred thousand tons of coal were placed in the heaps at the Dominion Collieries. A large quantity was also banked by the Nova Scotia Steel & Coal Company. Great activity prevails in the New Waterford district ,and work was commenced on Dominion No.

16 Colliery. Preliminary work for Collieries Numbers 17 and 18 is being done. When these collieries get under way, there will be six new producing mines adding to the output of the Dominion Coal Company. The January output of this Company was about three hundred thousand tons. Thirty new coke ovens were added to the number in operation at the Sydney Steel Works. These were very much needed as the steel output during the last year was limited by the insufficient supply of coke. Other ovens are now being tested, and when complete their product will further increase the output. Most of the departments of the Sydney Steel plant were active throughout the month. Construction work was carried on as rapidly as weather conditions permitted. The steel plant at Sydney Mines was active during the month, and fairly large outputs were obtained. Prospects for a busy year in this district are bright. Transportation by rail was fairly heavy. The frosty weather with heavy drift ice blocked up the Sydney Harbor, but Louisburg Harbor remained open. Large quantities of coal were shipped from Louisburg, and the steamer *Bruce*, plying between Newfoundland and North Sydney, was forced to land its passengers and cargo at this port. The building trades were quiet. The woodworking and other factories were fairly active. The wholesale and retail trades had a very good month. Construction work around the collieries was rather dull, several of the construction men having been laid off in January.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had a very favourable season to get out fencing and to haul fire-wood, the snow having fallen level and not too heavy.

Fishing was dull.

Railway construction and employment—There was no work on the new branch of the Intercolonial Railway, but as soon as the cold weather is over, active operations will be resumed, and an effort made to complete the branch before the end of the year.

CONDITION OF PARTICULAR TRADES.

The building trades were dull, with the exception of plumbers, who were active. The metal and engineering, woodworking and furnishing, printing, clothing, food and tobacco preparation, leather, miscellaneous and transport trades were active. Unskilled labour was well employed.

WESTVILLE, N.S., AND DISTRICT.

Mr. T. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Activity prevailed in the collieries of Pictou county, and the outlook is for a continuance of the same conditions. The shipments for January were about 53,000 tons, being an increase of approximately 9,000 tons over the corresponding month of 1910. The outdoor winter occupations were generally active. The lumbering industry was active, the heavy frost and a moderate snowfall facilitating operations. Wholesale and retail trade was fair. There is some discontent among dry-goods and other merchants with the amount of dealings carried on by mail-order houses outside of the district. A co-operative store has been started in Westville, the shares being chiefly held by workingmen. As far as can be learned, a good business is now being done and the store is in a flourishing condition. No changes have occurred in rates of wages during February.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Quiet conditions prevailed. Farm products brought good prices. Potatoes in particular were scarce and have advanced in price.

Lumbering.—This industry after a slackening in operations in the early part of the season has with favourable weather conditions been very active.

Manufacturing.—Indoor work was active.

Mining.—Active conditions were reported throughout the district, and outputs were fair. The Drummond Company has commenced mining bottom coal. In mining operations during the past thirty years this coal was left undisturbed, the top seam, 17 feet in thickness, was worked to a depth of about 10 feet, leaving about 6 feet unmined. If the operations prove successful, it wil, greatly benefit this district, and add hundreds of thousands of tons of coal to the Company's already extensive areas.

CONDITION OF PARTICULAR TRADES.

Gas and steam fitters and plumbers were active; the other building trades were quiet. Jewellers had a fair month, the other branches of the metal trades being active. The printing trades had an active month. Boot and shoe workers were active, and tailors had a fair month. Food and tobacco workers were active. Delivery employés, hotel, restaurant and laundry employés were active. Street railway employés, carters, draymen, teamsters and expressmen reported an active month. Unskilled labour was quiet.

HALIFAX, N. S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during the past month has been dull, and to a greater extent than during the same period for some years. The building trades, while generally quiet in February, on account of the weather and of the fact that employers contend that it costs fifty per cent. more to carry on operations in the winter months, have been exceptionally dull. The result was that many skilled mechanics were idle and compelled to seek other work to sustain themselves. While there have been some snowfalls, there were but few of sufficient depth to give the rather large field of unskilled labourers much work. But while the stagnation in the building trades has been severe, prospects for the season of 1911–12 indicate a more active period than has been experienced for the past eighteen months. The Canadian Pacific Railway Company, it is reported, is seeking to secure a location for a big hotel and possibly a ticket agency. There were also rumors of some big contracts by which some of our business structures may be converted into modern banking houses.

Work along the waterfront, while dull during the early part of the month, became much brisker towards the end, and indications point to March and April being busier than for some years. Aggregating the arrivals in Halifax of the steamers of the Allan, Furness-Withy, Royal, White Star, Dominion and Uranian lines, there should be an average steamer a day arriving at Halifax, from March until the season ends about the middle of April. Last year the arrival of immigrants was the largest on record, but this year promises to eclipse 1910, as far as immigration goes, to say nothing of the increase of freight arriving for shipment over the Intercolonial Railway. But even with this increased volume of business, the labour market is quite adequate to cope with it all. Among shipments of apples for the month, was one of 6,000 barrels for London and Antwerp.

The fifteenth annual meeting of the Halifax Electric Tramway Company was held February 13. The report of the directors showed an increase of business. In view of the general condition of the Company, a reduction in the rates for electric light to the extent of ten per cent. would be allowed general consumers, being equivalent to something over one per cent. on the capital stock of the Company. The proportion of operating expenses to income was reduced to 51.94 per cent., as against 53.54 per cent. The assets are $2,588, 191.85; surplus account $518,048.30. The net earnings last year were $200,474.61, an increase of $22,500.-82, the year's surplus being $102,474.61. The total earnings were $477,109.06, being an increase of $30,539.22 over 1909.

The Bank of Nova Scotia has declared a dividend at the rate of thirteen per cent. per annum on the paid-up stock of the Bank for the quarter ending March 31.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Prices of meats have remained about stationary; eggs have fallen 10 cents per dozen; butter has increased slightly.

Fishing.—Local fishermen did poorly, mainly through scarcity of the product and the cold weather. Fish is decidedly scarce throughout the province, and the prices high, one cargo of cod rencently selling at Lunenburg, at $6.50 per quintal, said to be highest yet recorded. Dealers expect much difficulty in supplying the market until the arrival of spring catches. Some late wholesale quotations follow:—

Dry cod, large, hard shore, choice	$ 7.75–$8.00
" medium, hard shore	7.00– 7.25
" small, hard, shore	6.75– 7.00
" large, bank	7.00
" bay	6.50
Haddock, hard shore	5.25– 5.50
" western	5.00
Hake	4.75–5.00
Pollock	5.00
Ex vessel, per bbl.:	
C. B., No. 1, July herring	4.75– 5.00
Newfoundland, fat, herring	4.00
Bay of Islands, spring	3.30
Shore, No. 1, large, split	4.50
Alewives, No. 1, large	5.75
Mackerel, No. 3	15.00
" No. 2	18.00
" No. 1	20.00

Lumbering was quiet.

Manufacturing was fair.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, plasterers, painters, stone-cutters and builders' labourers were dull. Gas and steam fitters and electrical workers were fair. Blacksmiths were quiet. Boilermakers were dull. Other lines normal, season considered. Printers, pressmen and bookbinders were busy. Tailors were dull. Boot and shoe workers had a fair month. Bakers, butchers and ice cutters and drivers were well emyloyed. Barbers had a fair month. Railway men generally were well employed. Longshoremen were dull early in the month, but towards the end, with the arrival of many ocean liners, work became brisker. Unskilled labour was dull.

AMHERST, N.S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

February was an exceptionally busy month. The lumber industry was very brisk, the weather was fine, the hauling good and she demand for men was far beyond the usual average. More lumber was cut and yarded during February than for any corresponding month for the past three years. The Amherst Boot & Shoe Company held its annual meeting during the month. The reports showed that the output for the year was very large. The usual six per cent. dividend was declared. The sales last year were $100,000 in advance of the previous year.

The Eastern Coal Company has practically ceased operations. Large sums of money have been spent in mine equipment and general surface work, but the trouble has arisen over locating the seam of coal.

Car-building, which is the main industry here, has been very active, and the pay-roll for February has averaged over 1,200 hands. The strike at Springhill seems as far from settlement as ever. The coal output of the Company has shrunk very materially during the past two months, and notwithstanding the fact that a large number of men were at work it appears that little progress is being made, probably owing to the fact that experienced coal miners are hard to obtain.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Everything was quiet in agricultural lines. Farmers were complaining that they cannot find a market for their hay crop of last year. Other lines of products continued high, with a good local market.

Fishing.—The smelt and other winter fish catch has been fairly good, and the prices high.

Lumbering.—The weather throughout

February was exceptionaly good for all branches of lumbering and cutting, yarding and sawing was very brisk. More men have been employed in February steadily than for some time.

Manufacturing.—Work has been steady in all of our industries. There has been no slack time, except in the Robb Engineering Company. The pay-rolls have been exceptionally large for the time of year.

Mining. — Except at Springhill, the work in the different mines has progressed steadily. The mines at Chignecto, after some weeks' idleness, have resumed operations.

CONDITION OF PARTICULAR TRADES.

Work has been dull in the building trades, but the prospects are good for the approaching season. This applies to bricklayers, masons, carpenters and joiners, and all the other building trades. Iron moulders, iron workers and helpers have been exceedingly busy. Machinists and engineers have been busy. Electrical workers were busy, boilermakers steadily employed, and horseshoers reported work dull. Woodworkers have been well employed. Wood carvers have had steady work. Car builders were very active, and pattern workers fairly active. Printers were busy and pressmen well employed. Garment workers were active. Boot and shoe men were working steadily, with some demand for additional help. Bakers and confectioners had a good month. Butchers and meat cutters were well employed. Trunk and bag workers were actively employed during the month. Clerks and stenographers were steadily at work. Unskilled labour had a good month, for this season ofthe year.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during February developed little change from that of January. The supply was in excess of the demand. In Charlottetown, the principal building operation was the remodelling of the new building of the Royal Bank of Canada. The severe weather precluded outdoor building work being carried on to any great extent. The manufacture of gasoline engines, a new industry here, was carried on extensively by Bruce Stewart and Company. In other lines of activity conditions were normal. Communication with the mainland was somewhat irregular, owing to the unusual quantity of ice in the Straits, but the new Steamer the *Earl Grey* did excellent work, justifying the expectations entertained concerning her.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The usual farming operations common to this time of year, such as feeding stock, hauling mussel mud, getting out rails, &c., were carried on. The annual meeting of the Dairy Association was held in the latter part of the month. The value of the cheese and butter produced by the factories was $514,000 an increase of $12,000 over last year. The industry has been steadily advancing during the past five years.

Fishing.—Smelt fishing closed the middle of the month. Since then, the lobster fishermen have been busy getting out material for traps and preparing for the opening of the season.

Manufacturing.—The few factories in this almost exclusively agricultural province were carried on under the normal conditions of supply and demand being well balanced.

Railroad construction and employment.—Some work was done during the month on the Elmira Branch. The situation in the regular routine on the road and in the works was practically unchanged from January. Owing to the two winter steamers running to Georgetown there was an increased activity at that port.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, lathers and plasterers, painters, decorators, and paper

hangers, stone cutters and builder's labourers had a dull month. Carpenters and joiners, plumbers, gas and steam fitters were active. Iron moulders, workers and helpers, machinists and engineers, steam engineers, electrical workers and sheet metal workers were active. Wood workers, carriage and wagon makers, and car builders were active. Printers and book binders, journeymen tailors, garment workers and boot and shoe workers, bakers and confectioners and tobacco workers, tanners and curriers and saddlers, clerks, stenographers and delivery employés were active. Railroad conductors, locomotive engineers and firemen, railroad telegraphers, trainmen, switchmen, trackmen, freight handlers were active. Longshoremen (except those at Georgetown, in connection with the winter boats), had a dull month. Teamsters and expressmen had a dull month. There was a fair demand for unskilled labour.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Quiet but steady conditions prevailed in the labour market during February, the various trades showing no expansion over those of the preceding month while no new sources of employment presented themselves. Supply and demand remained in about the same relation to each other as heretofore, the former, as is usual at this season being in excess of the latter. Owing to the fact that fully seventy-five per cent of the labouring population have virtually permanent employment the number of persons affected by the fluctuations of the market is small and largely confined to the unskilled class. The building trades were quiet, but the outlook is good. Considerable building operations are projected here while at Campbellton with the advent of spring active construction upon a large scale will begin and an extensive field of labour will be open for all connected with the building trades. Civic estimates also foreshadow the employment of much labour in proposed water extensions and permanent sidewalks and street work. The Moncton Tramways, Electricity and Gas Company will take over the City Electric Light and Gas Plant on or before March 26, and the work of installing the natural gas will have begun. Ten miles of gas mains will be laid from the wells to the bridge and about 35 miles of piping will be required in the city. Five and one-half miles of street railway within the city and 1½ miles outside are to be constructed and it is expected to have the cars running by autumn. A large force of men will be required for this work. In the Intercolonial Railway shops fifteen vans and one stores car were being constructed. Customs' returns for January showed imports to be $55,137 and duty $5,135,as against imports $45,418 and duty $4,483, being a marked increase. The Intercolonial Railway trackmen have had their wages increased 10 cents per diem by the Board of Management. The maximum will now be $1.70 and the minimum $1.60 per day. Foremen are increased from $2.00 to $2.10. The Board of School Trustees have granted an increase of $50 each to the principal of Wesley Street school and two members of the High School staff and an increase of $25 per year to all female teachers upon the staff, commencing with next term. About twenty-eight persons are affected. No other changes of rates in wages were noticed and there was no unrest upon the part of employés.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Conditions were quiet work being limited to the care of stock, the getting out of wood and the movement of hay.

Fishing.—The smelt season closed, February 15. Catches and shipments were reported somewhat in excess of last season, but hardly up to the mark of other years.

Lumbering.—Favourable conditions of weather and roads the entire month greatly facilitated the getting out of logs. Upon the Miramichi waters the

output will exceed that of last winter. Local operators were also getting out large cuts.

Manufacturing.—In the cotton factory, woollen mill and foundry steady conditions prevailed.

Mining was quiet.

Railroad construction and employment.—Throughout New Brunswick the month of February has been exceptionally favourable for the operation of trains, the snowfall being very light. A safety gate has been placed at the Main Street crossing by the Intercolonial Railway and a second track is being laid from the station to the new shops.

CONDITION OF PARTICULAR TRADES.

The various craftsmen in the building trades reported quiet conditions. Iron moulders and iron workers and helpers, machinists, stove mounters, electrical workers, boiler makers, blacksmiths and horse shoers were busy, as were woodworkers, upholsterers and carmen. Printers, pressmen and bookbinders were busy. Journeymen tailors and garment workers were steady. Bakers were active and butchers busy. Tanners and curriers were quiet and leather workers busy. Barbers were busy. Clerks and stenographers were steady with demand limited. Laundry workers were busy. Railroad conductors, engineers, firemen, telegraphers, trainmen, switchmen, and trackmen were busy. Freight handlers, carters and expressmen were fairly active. Unskilled labour was quiet, the demand being limited.

ST. JOHN, N. B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market during February was brisk in some branches of industry, and dull in others, notably bricklayers and masons; but as the spring approaches it is estimated a revival will take place. Arrangements were completed on February 25 for the Whites, Limited, to take over the business of the White Candy Company. The business will be continued here, and the plant will be operated to its fullest capacity. Up to February 25, there had been filed at the Custom House cargoes for fifty-four steamships, which took away Canadian goods valued at $7,856,718, and foreign goods valued at $4,301,169, making a total valuation of $12,157,887. Bank clearings for the five weeks ending February 23 were $11,896,550, and for the corresponding period last year $11,964,043, being $67,493 less in 1911 than in 1910, and $5,941,234 greater than during the four weeks ending January 26 of the current year. The Savings Bank deposits for the month of January were $60,698.37, and the withdrawals $71,198.20. For the four weeks ending February 20, the city cashier paid out in wages to civic employés the sum of $10,235.14. Inland revenue receipts for January show an increase of $1,179.03 compared with January last, being $16,192.47, as against $15,013.44 in January. 1910. The customs' receipts for the month of January show a decrease of $15,027.58 as compared with the same month last year. The anual meeting of the shareholders of the St. John Railway Company was held on February 27. The date of the fiscal year has been changed to make it conform to the calendar year, so the report is for eight months only, and shows the net profits for that period to be $34,840.27 out of which a half yearly dividend of three per cent., was declared, amounting to $24,000, leaving a balance of $10,840.27 which was transferred to profit and loss account.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Hay sold in the Fredericton market, on February 25, at $6 and $7 a ton.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were dull. Carpenters and joiners, painters and decorators were quiet. Plumbers, gas and steam fitters were active. Stone cutters were quiet. Builders' labourers were dull. Iron moulders, iron workers

and helpers were active. Machinists and engineers were busy. Steam engineers were active. Electrical workers and linemen were busy. Blacksmiths and boiler makers were active. Sheet metal workers were busy. Horseshoers were active. Wood workers were busy. Shingle weavers very dull. Printers were busy in some shops and dull in others. Pressmen were busy. Bookbinders were active. Journeymen tailors were busy. Bakers and confectioners were active. Ice cutters and drivers were busy. Cigar makers were active. Brush and broom makers were busy. Railroad conductors, locomotive engineers and firemen, railroad telegraphers, trainmen, switchmen, trackmen, and freight handlers, were busy. Steamboat men and firemen were active. Ship labourers were active. Street railway employés were busy. Teamsters and expressmen were active. Unskilled labour was dull.

NEWCASTLE, N.B., AND DISTRICT.

Mr. James Falconer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during January were very quiet, much more so, in fact, than for several years. There were, of course, the usual number of men employed in the lumber camps. The price of fish was 6 cents per pound, dropped to 2 cents about the end of the season, and the number of men employed at the trade never was so great, there being as many as 2,000. The catch was good, and one firm shipped as many as four carloads a day. Until the mills start sawing, there will not be much to do, that is until the first of May. There is no new industry in sight at the present time, although the Broad of Trade has appointed a committee to advertise the town.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There is not much work, except in caring for stock and getting in firewood. The weather has been very cold since the first of January, and there was an abundant fall of snow, which was much wanted by the lumber interests. The snow in places was so deep as to interfere with work in the woods, but it will ensure getting the logs out in the spring.

Manufacturing.—The small factories, such as planing and sash and door mills, and other light work shops, were busy.

CONDITION OF PARTICULAR TRADES.

Plumbers were kept very busy on account of the many frozen pipes, caused by the severe weather.

QUEBEC, QUE., AND DISTRICT.

Messrs. P. J. Jobin and *E. Little, correspondents,* reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of February has been a quiet one, and had it not been for the frequent snowstorms, especially in the early part of the month, there would have been little work for outdoor labour. In the latter portion of the month the very cold weather had the effect of diminishing the flow in nearly all the rivers in this district, causing short-time to be worked in mills and factories dependent on water power. The demolition of the Champlain market was almost completed. Some unrest was noticed among the shoeworkers.

The practicability of winter navigation to and from Quebec was demonstrated by the Dominion Government steamer *Montcalm,* which left here on February 5 for Seven Islands and Anticosti, with passengers, mails and cargo. The steamer arrived at Ellis Bay, Anticosti, after a forty-eight hour run from Quebec, besides stopping on the way down at Pentecost and Clark City, Seven Islands. She returned to Quebec on February 24. The *Montcalm* has in previous years made voyages during the winter to Seven Islands and the North Shore ports and return, but this is the first winter trip she has made to Anticosti.

The Provincial Government free night schools for the working classes were closed

on the twenty-fourth instant, until next fall.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very quiet, devoting most of their spare time to visiting seed and poultry exhibitions, which were held in Quebec during the month.

Lumbering.—Heavy snow falls somewhat impeded lumbering operations.

Manufacturing.—Among the resolutions of the Trades and Labour Congress of Canada presented to the Government was one concerning the conditions in foundries. This matter has been considered by the Government, and Regulations dealing with the matter have been passed by the Lieutenant-Governor-in-Council, under date of January 30.

CONDITION OF PARTICULAR TRADES.

Carpenters and joiners, lathers and plasterers were active, gas and steam fitters were busy. The other building trades were dull. Ship builders, blacksmiths and iron ship builders were dull, but activity was reported in the other metal trades. Woodworkers were active. Bookbinders were active, while printers and pressmen were busy. Journeymen tailors, garment workers, hat and glove makers were quiet, but boot and shoe workers were busy. Tanners and curriers reported active conditions. Hotel, restaurant and theatre employés were quiet, but laundry workers were active. Steamboat men, ship labourers and longshoremen were dull. Owing to lack of water power, some forty street railway employés were laid off. The other t ansport trades were active. The supply of unskilled labour was in excess of the demand.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally has been well employed during the month, when it is taken into account that there was not much outside work being done. All the factories and machine-shops have been fully employed, and the surplus unskilled labour has been absorbed so that very few idle men could be seen on the streets. The contractors for the new dam on the Magog river, for the City of Sherbrooke, have already placed a portion of their plant on the grounds, and several men are engaged making preparations for a start just as soon as the weather breaks up. This contract calls for an expenditure of about $60,000, and it is the intention of the City to install an auxiliary plant at this point later on. The Sherbrooke Power and Railway Company has kept quite a number of men employed during the winter, so that it may be in a position to start its further extensions in the spring. This Company has made great improvement on the service, to the benefit of the public, and has also placed in service pay-as-you-enter cars of the modern type. The power plant is now running, and is supplying several large concerns with power, and some outside concerns are negotiating for power. Wholesale and retail merchants stated that business has been above the ordinary for the month of February. The City Council decided to give a grant of at least $3,000 annually towards the exhibition. The worst fire experienced here in years occurred in February, when the Bourque Block was gutted, and damage to the extent of about $15,000 was done. As soon as an adjustment was made, work was begun to repair the damage, and as a consequence employment was given to a number of workmen.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agricultural work was quiet, but there was a good demand for dairy produce.

Lumbering. — Lumbering operations were about closed for the season in the woods. There has not been such a large cut as in former years, owing to the slow market for pulpwood. There has, however, been more heavy timber cut in some sections than in the past five years.

Manufacturing. — All manufacturing

industries have been busy, and running full time.

Mining.—Business in the asbestos district was beginning to pick up again. Several properties at Black Lake and Thetford will open up on the first of March, after being closed down for a portion of the winter, and by the middle of the month it is expected that all the properties will be running to their full capacity. The Eustis copper mines have been ruuning night and day, and all applying for work were given employment.

CONDITION OF PARTICULAR TRADES.

All branches of the building trade were quiet, but as soon as the season opens there will be plenty of work for all, as several contracts have been let for additions to industrial concerns, as well as for private individuals. Metal and engineering trades were busy, with a sufficiency of orders ahead to insure full time for some time to come. Woodworking trades were busy. Printers and allied trades were busy. Journeymen tailors had an active month, while garment workers were busy. Bakers, confectioners and cigar makers were active. Ice cutters were busy. Miscellaneous trades were active. All branches of transport business were active. Unskilled labour was fairly well employed, considering the season of the year.

DISTRICT NOTES.

East Angus.—The new pulp mills of the Brompton Pulp & Paper Company at the dam are now in full operation.

North Hatley.—The North Hatley Manufacturing Company has been incorporated with a total stock of $20,000.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market showed little change compared with January, although a heavy fall of snow gave employment to a large number for a week or so clearing the streets and sidewalks. Preparations were being made by the Wyagamack Company for the erection of its new pulp and paper mill. There has been much talk of the formation of a Company to build an electric railway in the city and vicinity, but so far nothing has been done. The improvement in business activity has been more noticeable in the wholesale branch than in the retail. Rates of wages and hours of labour remained the same. As usual there has been no strikes or lockouts during February.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The month has been one of the best in the season for the sale of farm products. The prices obtained have been the highest that have been paid in the past for the same products. Work on the farm has been plentiful, but there was no demand for additional hands.

Fishing.—Conditions were very quiet.

Lumbering.—There was about the same number of men employed for the lumber firms this season as last.

Manufacturing.—All factories were running full time during February, a few of them being short of hands.

Railroad construction was quiet, but regular employment was good and steady.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were employed when the weather was favourable. Carpenters and joiners, lathers and plasterers, painters, decorators and paperhangers, plumbers and gas and steam fitters were employed most of the time, but stone cutters and builders' labourers were employed only part of the month. Iron moulders, iron workers and helpers, coremakers, machinists and engineers, electrical workers and nearly all employed in the metal trades had a good month. Woodworkers, upholsterers, varnishers and polishers, carriage and wagon makers, car builders and pattern makers all reported a fair month. The printing and allied trades were well employed. Journeymen tailors, garment workers, hat and

glove makers, boot and shoe makers, both male and female, were very well employed. Bakers and confectioners, butchers and meat cutters had a fair month, but ice cutters and drivers, and cigar makers and tobacco workers were very active. Tanners and curriers were quiet, but leather workers were active. Barbers were busy. Clerks and stenographers were quiet, Delivery employés, furriers, hotel, restaurant and theatre employés and laundry workers were active. All employed for the transportation companies were fairly well employed. Draymen and carters were active. Hackmen were fairly well employed. Unskilled labourers had a fair month.

DISTRICT NOTES.

It was rather quiet this month in the district, except at Shawinigan Falls, where the Shawinigan Water & Power Company is making extensive work to double its power plant.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. Victor Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of labour remained fairly active, although the cold weather caused the closing down of several plants. Activity in the building trades almost ceased during the month. Sash and door factories were busy enough to employ their full staffs. The month was a quiet one for shoe factories, as they were getting ready for stock-taking. The iron industry and manufacturers of farming implements had a good month. In the woollen industry, the month was a good one. The Penman Manufacturing Company was working actively with a large staff. Both organ and musical instrument factories were very busy. The leather industry was active during the month, but there was some slackening on account of stock-taking in the shoe factories. The biscuit, candy and pastry factory was very well employed. The clothing, underwear, blouse, corset, as well as the shirt and overall industry was very active during February. Work on the cathedral was pushed actively, a number of men being employed. Work on the large addition which the St. Hyacinthe Seminary is building was almost completed, but a number of men are still at work. The large storehouse built by the Penman Company also employed a number of men of all trades. The addition built by the Ames-Holden Company was completed, and operations will probably be commenced soon. Large shipments of hay and grain were made from St. Hyacinthe and vicinity to the United States. A large quantity of leather was also shipped to England. Retail business, as well as wholesale, was quiet in all branches, but travellers claim they will do better the following months. Banks reported a fair month, with collections fairly regular. Relations between employers and employés were cordial. There was no change in the hours of labour or rates of wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The general condition of agriculture was very good. Farm products sold well, at very high prices. Meat continued very high. Dairy products were in good demand, at very good prices. Eggs came down from 40 to 30 cents, and they were plentiful. Men working on the farm were fairly well employed, but there is no demand yet.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters and paperhangers, had a quiet month. Plumbers and gas and steam fitters were fairly well employed. Stone-cutters and builders' labourers had a very dull month. Iron moulders, iron workers and helpers, machinists, engineers, electrical workers, blacksmiths, boilermakers and horseshoers were very busy. Woodworkers, upholsterers, varnishers and polishers, wood carvers and pattern makers had a quiet month. Printers, pressmen, bookbinders and allied trades had a good

month. Journeymen tailors and garment workers were active. Boot and shoe workers had a quiet month. Tanners and curriers and other leather trades had an active month. Bakers and confectioners, butchers and ice cutters were very well employed. Barbers, clerks, delivery employés, hotel, restaurant and theatre employés were active, as were laundry workers. Railway employés were active. Trackmen, freight handlers, cab drivers, hackmen, carters, draymen, teamsters and expressmen were well employed. Unskilled labour was very busy.

ST. JOHNS AND IBERVILLE, QUE., AND DISTRICT.

Mr. A. D. Pepin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of labour during February continued more active than last year during the corresponding month. There was not as much unemployment as in preceding years. Factories continued active, and the prospect is they will remain so for the balance of the winter. Building operations seemed to slacken at first, but this was only temporary. Norcross Brothers' stone-cutting sheds have been rebuilt, and have resumed their usual work. Work was progressing on the Cluett-Peabody building, and there are several additions and repairs under way, and next summer is expected to be more active than the corresponding season last year. Wholesale trade, which had somewhat slackened during January, has become more active in February, as well as the retail trade. Banks reported a quieter month than the preceding one. There was no change in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers experienced a little slackness in the marketing of hay, prices having come down. They were busy, however, hauling grain and produce and caring for stock. It is stated farm labour will be in good demand in the spring. Farmers were also fairly busy cutting and hauling firewood.

Railway construction.—The Canadian Pacific Railway bridge between St. Johns and Iberville was completed and is ready for traffic.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were somewhat dull. Carpenters and joiners, lathers and plasterers, painters and decorators, plumbers and gas and steam fitters reported a fair month. Stone-cutters, after nearly two months of idleness, have actively resumed work, as have builders' labourers. Iron moulders, iron workers and helpers, coremakers, machinists and engineers reported a good month. Ship builders and ship carpenters and caulkers were very busy repairing the dredging fleet used in deepening the Richelieu river. Tool sharpeners, horseshoers and jewellers reported a busy month. Woodworkers, upholsterers, varnishers and polishers, wood carvers, carriage and wagon makers, pattern makers, coopers and gilders reported a busy month. Printers, pressmen, bookbinders, electrotypers and photoengravers reported a good month. Journeymen tailors, garment workers, hatters and glove makers had a rather quiet month. Bakers and confectioners, butchers and meat cutters and tobacco workers reported a fair month. Tanners and curriers, leather workers, and saddlers reported a rather quiet month. Barbers, clerks, stenographers, delivery employés, furriers, hotel, restaurant and theatre employés and laundry workers reported a busy month. Railway conductors, engineers, firemen, telegraph operators, trainmen, switchmen, trackmen, freight handlers were busy. Cab drivers, hackmen, carters and draymen, teamsters and expressmen, as well as unskilled labour, were also busy.

SOREL, QUE., AND DISTRICT.

Mr. J. A. Chênevert, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour and business were active during February. All the factories and shops

were in active operation. In the shipyards, there were several boats being completed for the opening of navigation. The fleet (163 boats) belonging to the Department of Marine and to the Richelieu and Sincennes-McNaughton navigation companies were under repairs, employing several hundred joiners, carpenters, caulkers, machinists, painters, plumbers, &c. Several lighters, barges, &c., privately owned, were under repairs, so that all those wishing to work easily found employment at wages ranging from $1.50 to $3 per day. There is some talk of a company being organized to manufacture ladies' underwear and men's overalls, employing between 100 and 125 young girls at salaries ranging from $2 to $6 per week.

The dry-goods business revived towards the end of the month, and tailors took back some of the hands, men and women, they had to discharge after the holidays. Business was good in the grocery and provision trade.

Several contracts have already been awarded for new tenement houses. Contractors have started getting their building material in readiness. Cement will be extensively used next season, in house building, as well as for sidewalks, &c.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy marketing their produce. They have hauled large quantities of hay to the market. Prices ranged from $6 to $8. Fresh eggs sold from 30 to 35 cents per dozen; turkeys, from 18 to 20 cents per pound; other poultry, from $1.25 to $1.50 per couple; fresh butter, 26 cents per pound; and potatoes, 70 cents a bushel.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. J. F. Girard, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

On account of the cold weather, several classes of labour in the building trades were quiet during February, but the month was better than February of last year. The winter, on the whole, was more satisfactory than the three preceding ones. There was no sign of any disturbance in any industry. Five hundred and twenty-five permits were issued, in Maisonneuve, for buildings valued at $1,386,693, being for 500 dwellings and twenty-five stores.

CONDITION OF PARTICULAR TRADES.

Bricklayers were a little more quiet on account of the cold weather. Masons were quiet, lathers and plasterers very active, painters and decorators fairly active, and plumbers and gas and steam fitters active. Stone-cutters were fairly well employed, but builders' labourers were quiet. Metal workers and tinsmiths were well employed. Electrical workers and horseshoers were in demand. Carriage and wagon makers and car builders were active. All the other wood-working trades had a fair month. Pressmen and bookbinders were in demand, the other printing trades being very active. The clothing trades had a good month. The food preparation trades were fairly active. Leather workers were well employed and curriers were in demand. Barbers, clerks and stenographers were in demand, the other miscellaneous trades being active. All the transportation trades were fairly well employed, except longshoremen. Unskilled labour had a better month than in January, several hundred men being employed at snow clearing most of the month.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The report of the building inspector's office for January showed a light increase in the number of permits issued, and a very large increase in the value of buildings, over the corresponding month of last year, as follows:—

	1910		1911	
	Permits.	Value.	Permits	Value
Buildings	57	$136,500	58	$331,365
Repairs	16	22,900	18	34,375
Total	73	$159,400	76	$375,840
Increase			3	$206,330

The following, from the annual report of the building inspector for 1910, shows how the sum of $15,000,000, representing the value of permits issued during the year, is divided between the various wards of the city, the new wards included:—

Sainte-Marie	$ 424,238
East	214,648
Delorimier	492,035
West	601,000
Hochelaga	661,301
Centre	1,101,393
Laurier	1,840,213
St. Lawrence	1,188,933
St. Denis	1,507,938
St. Louis	337,109
Côte des Neiges	7,393
Lafontaine	159,709
Rosemont	20,520
St. Jacques	232,025
Bordeaux	26,293
St. George	2,079,418
Ahuntsic	16,343
St. André	1,229,968
Emard	40,521
Papineau	640,132
St. Paul	228,221
Ste. Anne	174,018
Mont Royal	40,565
St. Jean Baptiste	243,726
St. Joseph	174,878
St. Henri	394,938
Ste. Cunégonde	70,693
Notre Dame de Grâce	244,653
St. Gabriel	21,493
Duvernay	122,855
Total	$14,535,180
Repairs	1,180,679
Grand total	$15,715,859

In 1909 the total value of permits was $7,783,621.

Bank clearings in Montreal were as follows:—

$176,630,018	in January	1911
176,154,089	in "	1910
134,930,521	in "	1909

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Marketing was fairly good during the month, and the price of certain cereals has gone up.

Manufacturing.—Sash and door factories were running full time; other industrial establishments were generally active.

Railway construction was very quiet.

CONDITION OF PARTICULAR TRADES.

Building trades were active, with the exception of bricklayers and masons and stone-cutters, who were idle on account of the cold weather. All the other trades, with the exception of those engaged in the steamboat service or building, were active Unskilled labour was quiet.

HULL, QUE., AND DISTRICT.

Mr. E. E. Cinq-Mars, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There has been little change in the condition of the labour market since January. Conditions are somewhat quieter, on account of the paper and pulp industries being dull. Orders are plentiful, but the mills cannot be run to their full capacity, owing to the water being low at Chaudiere Falls. The usual staff of men and girls is employed, but there is no overtime made, either at Booth's or Eddy's. The Ottawa Forwarding Company is employing some fifty hands at its shipyard in Hull. They are preparing for navigation, repairing and overhauling canal barges and tow boats. The Matthews pork-packing establishment is turning out more stuff this winter than any time previously. The Walters axe factory and the Hanson woollen mills were very busy. Ice cutting and snow-shovelling were two abundant sources of employment during February. The City Council having decided to submit by-laws for the borrowing of $93,500 to the taxpayers, on March 13, it is likely all or part of this money will be spent during next summer to continue the civic works, such as the Flora lake sewers and the waterworks. This should make employment good, as the mills also expect to run at their full capacity.

OTTAWA, ONT., AND DISTRICT

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Lack of employment among the skilled

trades was more noticeable during February than it was a year ago. Fewer large buildings were in course of erection. Toward the end of the month hiring became more active among contractors on small jobs. The building trades look for improvement in conditions during March. Some of the planing mills and fine lumber factories laid off hands temporarily pending an increase in orders for building material. Abnormally low water in the Ottawa river hindered pulp and paper manufacturing at the Chaudiere to such an extent that several hands were thrown idle although for the most part the mill owners found special work for a large number. The heaviest snow storm in many years gave employment for the first half of the month to all men in search of work. The Ottawa Electric Railway Company required 450 men of whom 100 were teamsters. The Canadian Pacific Railway hired 300 men the civic corporation 200 men and the Grand Trunk Railway 100 men. The expenditure of the city and street railway for snow removal during the winter to date is $26,000 or double the amount for the whole of last winter. The outlay of this sum helped to relieve a money stringency in many poor homes of the city. The chief employers, however, stated there was not the usual rush for work when the snow shovellers were needed. Logging operations in the upper Ottawa camps were hindered by the snow which in some parts measured four feet deep. A few gangs were released where lumber firms had ample supplies of logs taken out. Where the storm did not affect lumbering the cut will go on as usual. The usual quantity of logs is being hauled by train from Madawaska to J. R. Booth's mill.

Wholesale and retail trade was normal. The financial market was characterized by numerous real estate transactions. Business sites in Ottawa showed remarkable appreciation in value.

The annual report of the Ottawa Electric Railway Company gave the net earnings for the year 1910 at $277,292, an increase of $79,374. The gross earnings were $748,708. The number of passengers carried in 1910 was 16,987,334, a gain of 2,000,000 over the previous year.

The Municipal Electric Commission decided to reduce its rates for electric lighting by nineteen per cent. on an average. Meter rental will be abolished. The present rate of 8 cents per 1,000 Watt hours will be changed to 3½ cents with an additional flat charge of 4 cents per 100 square feet of lighted space.

Typhoid fever which broke out in Ottawa in January had over 700 victims by the end of February. The city authorities are now considering a new source of water supply.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm work was made difficult by heavy snow. Water was scarce. Pork prices on the Ottawa market weakened, selling at $8.50 to $9 per cwt. Beef continued firm. Vegetables were offered plentifully by farmers and were at normal winter prices.

Lumbering.—Lumbering was active in the woods except in a few districts where deep snow interfered. The spring drive promises to be satisfactory owing to prospective high water. Sales of low grade lumber were slow, but all prices were firm.

Railroad construction and employment.—The Grand Trunk Railway Company proposes to erect larger shops in Ottawa the coming season.

CONDITION OF PARTICULAR TRADES.

February was quiet among the building trades. Several bricklayers, carpenters, plasterers and plumbers were partially idle. Electrical workers and linemen had a quiet month. The iron trades were fairly busy. Car builders and carriage and wagon makers were busy, also furniture hands, but employment was not brisk in the woodworking trades in house lumber factories. The printing trades were busy. An average state of activity prevailed in garment factories. Ice cutters and teams for hauling ice were much in demand. The leather trades were fairly well occupied. Delivery employés were not busy and some were out of work. It was a quiet month

for employment of clerks and stenographers. Laundry workers and barbers were busy. Transport employés had extra work on account of the snow storms which interfered with train schedules for two weeks. The usual freight and passenger movement for the season was observed. Unskilled labour was poorly employed except for snow shovelling.

KINGSTON, ONT., AND DISTRICT.

Mr. William Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market continued active during the month of February in nearly all branches. Some branches of the transportation business were interfered with as the result of very heavy snow falls. On the other hand much extra employment was given clearing away the snow from the various lines, streets, yards, &c., Considerable activity was evinced in the building trades, indoor work of various kinds being carried on largely for this season of the year. As a result of the various conferences held between representatives of the Wilbur Iron Company, members of the city council, the board of trade, and several Ministers of the Government at Ottawa the work of constructing a large pier to be used by the Company was commenced on the twenty-third of the month. The North American Smelting Company on the seventeenth signed the agreement made with the City Council sometime ago. A check for $2,700 was handed to the City Clerk, and the Company is now going ahead with its lead smelting proposition here. The plans have been passed by the Dominion Government, and tenders are being called for the erection of a new wing to the Kingston Post Office. At a meeting held during the month the Thousand Island and St. Lawrence Steamboat Companies were re-organized.

The United States Consul has completed a comparative statement of the exports from this district to the United States during the years 1909 and 1910. Last year the exports were about $197,000 less than in 1909, but in the latter were included shipments of Cobalt silver, which came by this route, but which did not properly belong to this district. The amount of the silver exported in 1909 through this port was $132,437. None came down this way last year. In 1909 there was exported $83,000 more hides and skins than in 1910. The city engineer is preparing an estimate of the cost of the erection of a public bathing house. The profit on the light, heat, and power plant owned and operated by the city for the year 1910, was $18,000. It has been decided that the Kingston Shipbuilding Company who lately acquired a lease of the Government drydock, will have to pay a school tax on $160,000. Engineers representing the Dominion Government are here in connection with proposed work in the harbour. A meeting of the Trades and Labour Council was held on the sixteenth. New offices and committees were elected. On Monday night, February 13, an address was given here by Dr. Sampson, lecturer-in-chief, on Government annuities. There was no change in the rates of wages, hours of labour, nor any strike or lockout reported during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had a busy month, cutting ice, drawing wood, timber, hay, straw, produce of nearly every description, and getting ready for spring work.

Fishing, lumbering, manufacturing, mining, railroad work, and other industries were active.

CONDITION OF PARTICULAR TRADES.

The building, metal, engineering, shipbuilding and repairing, wood working, furnishing and allied trades reported a active month for this season of the year. Printers, clothiers, bakers, butchers, ice cutters, cigar makers, tanners, barbers, broom makers, furriers, hotel, restaurant, laundry and theatre workers and un-

skilled labour reported a busy month. All branches of the transport business were active, except a few hours on account of heavy storms.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. J. Arthur Sharp, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general conditions of the labour market remained unchanged from last month, all the large manufacturing industries being steadily employed. The outdoor trades, owing to weather conditions, have been quiet and the supply of labour equal to the demand. The Canadian General Electric Company will construct a new building for the lamp department. Work will be started as soon as weather conditions will permit. The building will be 60 x 250 feet. The cost will be $250,000. The building will be five stories high counting the basement. The Company will also put up a new office building. The Murry Street Baptist Congregation is advertising for tenders for a new church to be built this year; the estimated cost of church, including site, is $55,900. The annual financial statement of the Water Commissioners showed a surplus of $2,030.13. They expended $12,565.36 on ordinary construction work, and on the construction of the new dam, pumping station and pumping machinery, $42,827.51. The water works are owned by the city. The city firemen asked for an advance of 10 cents per day and it was refused by the council. This present scale is $1.37 per day. The tax rate will be the same as last year, 22 mills for Protestant and 24 for Roman Catholic supporters.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were generally busy marketing produce, the prices for which remained high. Some inquiries were being made for farm help for the coming season. Peterborough is to be a dairy record centre. The work will be started as soon as the details can be arranged.

Manufacturing.—Activity prevailed at all the manufacturing plants, with plenty of orders ahead.

Railroad construction.—Work on the Canadian Northern Railway is being pushed as rapidly as the weather will permit.

CONDITION OF PARTICULAR TRADES.

The building trades had a quiet month. The metal and engineering trades were active. Wood workers, upholsterers and varnishers were busy. All branches of the printing trades were active. Journeymen tailors and garment workers were quiet. Bakers and confectioners were busy. Butchers and meat cutters were active. Leather workers were busy. Textile workers and carpet factory workers were quiet. Broom makers were busy Railroad and street railway employés had an active month. Freight handlers, teamsters and expressmen had a busy month. Unskilled labour was quiet.

DISTRICT NOTES.

Lindsay.—The outlook for the new Sylvester Manufacturing Company is of a very promising character; the industry is at present experiencing busy conditions, about ninety men being employed. The foundry is running until nine o'clock at night.

Lakefield.—The contract for the building of the new factory of the Lakefield Canoe Building and Manufacturing Company, lately destroyed by fire, has been let to Messrs. Baptie Brothers, who have already commenced operations.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during February were hardly as favourable as earlier in the winter, a large number of skilled and unskilled workers being out of employment.

The building trades continued unusually active for the season, the mild weather during a large portion of the month enabling outdoor work to be carried on, but the great influx of men from outside places looking for work has more than counterbalanced this favourable circumstance. Many factory workers were also unemployed. The dullness among those out of work has been increased by the lack of any provision for giving relief work by the city, such as obtained in former years, and owing to light snowfalls during the month there has been but little temporary work in snow-clearing to be had.

Permits were issued in January for 137 buildings, representing an approximate value of $458,580, as against permits for 142 buildings of the value of $682,088 for January, 1910. The receipts of the Toronto street railway for January were $362,380, of which the City's percentage was $43,485, as compared with total receipts of $331,346, of which the City took $37,704, in January of last year. At the monthly meeting of the House of Industry, on the twenty-first, the reports showed that 330 new families received assistance during the month, making a total of 1,181 families receiving relief. Casuals to the number of 431 were sheltered, and there were 182 inmates of the home. The annual meeting of shareholders in the Labour Temple was held on the eleventh. The report showed that the mortgage had been reduced from $11,500 to $10,500, and that the cash in hand amounted to $2,791. The assets were valued at $47,724, and liabilities to the public were $10,729. The City Council has adopted a scheme for the extension of Queen street west from Sunnyside into High Park, north of the railway tracks, in place of the proposed construction of a 66-foot subway for traffic under the railway at Sunnyside. Work will be started early in April on an addition to the Sherbourne street Methodist Church, to cost $50,000. A difficulty has arisen between the Great Western Telegraph Company and its operators about the discharge of employés who asked for a new schedule of wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm work was slack, as usual at this season. Market conditions for produce continued favourable.

Manufacturing.—Most lines were fairly active, though in some departments men have been laid off. The iron trades were generally quieter than last month. The textile and woodworking industries were generally steady. The prospects are favourable for an active season, as soon as the spring opens. The Lake of the Woods Milling Company will build a mill, 100 x 120 feet, on Dupont street. The Canadian General Electric Company has obtained the contract for the plant of the new power station of the Winnipeg Electric Railway, which is to be installed in four units of 3,000 kilowatts each.

CONDITION OF PARTICULAR TRADES.

The building trades have been fairly employed, so far as the weather permitted but a large proportion of carpenters, painters, and labourers were out of work. Blacksmiths, boilermakers, moulders, machinists and structural steel workers were quiet. Electrical workers were fairly well employed. Brass workers had steady work. Jewellers and silversmiths were fair. Woodworkers and pianoworkers had a good month. Printers, bookbinders, pressmen, stereotypers and lithographers were active. Custom tailors had a fair amount of work. Garment workers,boot and shoe workers, and hat and cap workers had steady employment. The provision and tobacco trades had an average month. Leather workers were active. Hotel and restaurant employés, barbers and laundry workers were fair. Railway and street railway employés, expressmen and others engaged in transportation were active. A large proportion of unskilled labourers, especially recent arrivals, were out of work.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Continued cold and stormy weather

rendered impossible the carrying on of many lines of outdoor work, and materially affected the general condition of industry during February. But for this feature, the month would have been a very satisfactory one. There will be a general renewal of activity as soon as weather conditions permit. Transportation returns show heavy traffic by rail. Commercial and financial conditions were steady, and satisfactory. Retail trade was very good. The cash system is steadily taking the place of the extensive credit system which has always been a feature of retail business in this city. The Ontario Power Company has been paying out about $35,000 per month in wages. A hundred unskilled labourers of the night shift were laid off for a time. The annual report of the chief of the fire department for 1910 shows a loss by fires, within the city limits, of a little over $5,000. Extensive improvements to city schools are contemplated.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Very little was done in the agricultural line. Deep snow and storms prevented outdoor work.

Fishing.—Fishing through the ice on Lake Erie gave employment to several hundred men at times.

Lumbering.—Small saw-mills were in operation in several parts of the district, each employing a few men.

Manufacturing concerns were all busy. Factories reporting this condition included the cyanamid, railway switch, corset, cutlery, hat and haberdashery; while the shredded wheat works were running overtime. The sanitary can factory was employing a reduced staff, but preparing for a busy spring.

CONDITION OF PARTICULAR TRADES.

Unfavourable weather affected the building trades most seriously. Bricklayers and masons, carpenters employed in outdoor work, lathers, plasterers and painters were all quiet. Plumbers were better employed. Stone-cutters and builders' labourers were practically all idle. Carpenters employed in house-finishing and shop work were active. All metal working concerns were employing full staffs. Electrical workers and linemen were active. Journeymen tailors were quiet. Employés of hat and haberdashery factories were busy. Bakers, butchers and icemen were quiet. Barbers, clerks and hotel workers were dull; laundry workers busy. Heavy traffic both freight and passenger, kept railway employment good on both steam and electric lines. Many men were employed in snow-removal work. Teamsters were quiet. Unskilled labour was largely idle.

DISTRICT NOTES.

Ridgeway.—About sixty men were employed in fishing through the ice. Some of the men were making profitable work of it.

Port Colborne.—The new cork factory was running night and day and employing twenty-five men. An additional number of millwrights were engaged in the new flour mill. The extension of the Niagara, St. Catharines & Toronto Railway from Welland to this place was opened.

Port Burwell.—Contract was let for a $240,000 breakwater.

Welland.—The absorption of the Ontario Iron & Steel Company and the Page-Hersey Tube Company by the Montreal Steel Company was followed by announcement of further developments here. A blast furnace will be built at a cost of a million dollars, and the tube mills will be doubled in size and will employ 250 more men. The contract for a new $8,000 office building was let. The Robertson Machinery Company has assigned. The new overall and knitting factories report a good supply of female labour. Three hundred men, in day and night shifts, were employed on the new Michigan Central Railway bridge across the Welland canal. A return of employés and wages paid per week in local industries is as follows:—

	Employés.	Wages per week.
Steel works and tube mill	600	$10,000
Beatty machine shops	180	2,750
Electro metals	125	2,370
Cordage works	325	
Canada Forge Company	30	
Quality Beds Company	30	

Quality Beds Company	45	
Supreme Heating Company	40	7,175
Knitting mill	50	
Overall factory	30	
Billings-Spencer Company	75	
Dain Implement Company	100	
Totals	1,600	$22,295

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The conditions of the labour market for the month of February were active, and compared favourably with last month and the corresponding month of last year. Labour was generally well employed in the building trades. Every available day, when weather conditions permitted, was utilized, and conditions are favourable for a good season's work. The Public School Board called for tenders for a new school building for St. James ward, to cost approximately $30,000. The $180,000 new water main which was carried by the people at the municipal elections is now before the Provincial Legislature for ratification, and when approved the work of construction will be begun at once. The Niagara, St. Catharines & Toronto Railway extension line to Port Colborne, from its terminal near Welland, was completed, and service began on February 18. Business generally was good.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Preparations for the coming season's work were under way, farmers trimming trees and vines, preparatory to spraying; sowing tomato seed indoors, for early plants, &c.

Manufacturing.—All the mills, factories and works were running full time.

CONDITION OF PARTICULAR TRADES.

All the building trades were as active as weather conditions permitted. The metal and engineering trades were active with conditions of employment favourable. Woodworking and furnishing trades had a good month's employment, conditions active. Printing and allied trades were active and well employed for the month. Journeymen tailors were active. Boot and shoe workers were busy. Bakers and confectioners, butchers and meat cutters, ice cutters and drivers, cigar makers and tobacco workers were active. The leather trades had a good month's work. Barbers, clerks, stenographers, delivery employés, furriers, hotel and restaurant employés and laundry workers were active and well employed. All lines of transportation were from active to busy. Unskilled labour was active, with supply and demand fairly well balanced.

DISTRICT NOTES.

Port Dalhousie.—Labour was well employed.

Merritton.—All the mills and factories were running full time. The new Lybster paper mills are ready for operation.

Thorold.—Labour was active.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour was well employed for this season of the year, and the month compared favourably with January and the corresponding month of last year. The iron trades were especially busy, considerable overtime was worked during the month. The building trades showed considerable activity; this applied more particularly to lathers, plasterers and carpenters, many of whom were pretty steadily employed during the month. Architects are very busy on plans for new buildings, contractors expect a very busy season in the building trades. A large tract of land, comprising sixty-five acres, has been sub-divided into building lots and are selling rapidly. As part of this tract is in the city, and in the factory district, a considerable number of dwellings will be erected as soon as weather conditions

permit. A large force of men was employed by the city on sewer construction.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—Manufacturers were busy, and in several cases very busy, overtime being worked.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were unemployed. Carpenters were working short time. Lathers and plasterers were busy for this season of the year. Painters were not very active. Plumbers and gas and steam fitters were active. Iron moulders, coremakers, machinists, engineers, blacksmiths and boilermakers were busy. Metal polishers, buffers and platers were from active to busy. Stove mounters, sheet metal and electrical workers and horseshoers were active. Linemen were quiet. Woodworkers, carriage and wagon makers and patternmakers were busy. Coopers were active. Printing and allied trades were from active to busy. Tailors and tailoresses were active. Shoe workers, bakers and confectioners were busy. Cigar makers and tobacco workers,leather workers and saddlers were active. Barbers, clerks, delivery employés, hotel and restaurant employés were steadily employed. Laundry workers were busy. Railway trackmen were not very active. Freight handlers were busy. Street railway employés were steadily employed. Teamsters were active. Draymen were busy. There were a few unskilled labouers unemployed.

DISTRICT NOTES.

Paris.—Labour generally was well employed. The mills and factories ran steadily.

GUELPH, ONT., AND DISTRICT.

Mr. Wm. Drever, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions during February continued active, though building operations were at a standstill, except for some alterations which gave work to a number of carpenters and painters. Activity prevailed at nearly all manufacturing plants, with plenty of orders ahead in most lines. The Taylor-Forbes Company report that trade was exceptionally good, with large orders ahead. The extension to the Gilson gasoline engine works has been completed and fully equipped, yet they are still running overtime and find it necessary to place a further extension to their factory. The new planing mill erected by Geo. H. Green is in full running order. The City Council have made arrangements with the Canadian Steel Gate Company whereby that Company will locate its factory in Guelph. The Guelph Carpet Mills Company, Limited, has been given permission to increase its capital stock from $200,000 to $500,000. The Guelph Co-Operative Association held its annual meeting and presented its half-yearly balance sheet, which showed business done in all branches to the amount of $44,839.12, or an increase of $3,090 over the corresponding six months of last year. A dividend of five per cent. to shareholders was declared. The annual statement of the water commissioners was presented to the City Council, and showed a surplus of $20,762.58 for the year. The report of the Guelph Junction Railway Board showed that the City's share of the earnings of that road was $31,943.19.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons reported a dull month. Carpenters, painters and decorators were fairly busy. Plumbers and steam fitters were well employed. Iron moulders, coremakers and helpers had a fair month, while tube mill workers were very busy. Eleectrical workers and linemen were active. Stove mounters and blacksmiths were fair. Carriage makers reported a good month. Printers and allied trades were well employed. Journeymen tailors and garment workers were fair. Boot and shoe workers and textile workers were active. Hotel and restaurant employés were in demand. Unskilled labour had a fair month, with the supply in excess of the demand.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of February was a busy one, especially among factory employés, some of whom had to work overtime. The activity of industrial establishments exceeded that of the corresponding month of last year. Other labour was well employed for this season of the year. Good progress was made with construction work. Three building permits were issued for residences valued at $8,500. The architects claim this season will be a record one in the building trades. Wholesale and retail trade was very active. There were no changes in wages or hours of employment except among outdoor workers who have returned to full time in consequence of the lengthening of the days. There were no labour disturbances during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy teaming saw-logs, dimension timber, hay, cordwood, &c. Some inquiries were made during February for farm labour.

Lumbering.—Very busy conditions prevailed. The Kaufman and Brutaker saw mills were both running with full staffs, having on hand a large number of saw-logs.

Manufacturing.—All branches have been very busy, some of them working overtime.

CONDITION OF PARTICULAR TRADES.

Plumbers, gas and steam fitters were active. The other building trades were reported busy for the season, although there was some unemployment. Activity was reported in the metal, woodworking, printing, clothing, food and tobacco preparation, leather, miscellaneous and transport trades. Unskilled labour was somewhat inactive.

WOODSTOCK, ONT., AND DISTRICT.

Mr. J. Markey, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Generally speaking, the reports from industrial establishments were satisfactory this month. The existing conditions were good, and the prospects excellent. Some of the reports were especially good. The Karn-Morris Company reported a marked improvement in business during the past two weeks. The British trade was especially good. The Thomas Organ Company reported business well up to the average. The Bain Wagon Company was working overtime, with a full staff. The Woodstock Wagon Company report business above the average. February is a slack month in the stove business, but the James Stewart Manufacturing Company reported conditions very favourable. The Company expects to be running full time in a short time. The Canada Furniture Manufacturers were running full time and full-handed. Business was reported to be quite as good as it was in January. Similar reports came from most of the other manulacturing concerns. There was some demand for skilled mechanics—machinists and pipe-organ workers—but the supply of unskilled labour was more than sufficient, although there was no evidence of actual distress for want of employment. The new Linderman Machine Company was in need of skilled mechanics. The factory has begun operations with about thirty men, twenty of whom were skilled. Ten more skilled men could find employment at once; practically any kind of a competent skilled mechanic would be acceptable. The Maximillian Tool Company, another new concern, is employing about a dozen men, mostly skilled. It is expected that more men will be required shortly. The Woodstock Textile Company will soon start with about a dozen hands, mostly skilled men weavers. There is still a scarcity of

girl labour, and of boys for apprenticeship.

CONDITION OF PARTICULAR TRADES.

This is the slack season in the building trades. Painters, decorators, plumbers, &c., however, seemed to be busily employed, though some of these were not on full time. Most of the machinists, iron workers and blacksmiths were busy, and several capable mechanics could find employment in different factories. Woodworkers, upholsterers, varnishers and polishers were busy, but there was no demand for men. Printers and pressmen were steadily employed, but there was no demand for men. Garment makers, bakers, butchers and cigar makers were steadily employed. There was no demand for unskilled labour.

STRATFORD, ONT., AND DISTRICT.

Mr. Joseph T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market has shown very little change from last month. Builders and outdoor workers had a quiet month. A number of men were employed shovelling snow. Other labour was well employed. Manufacturers were busy with plenty of orders and prospects were bright for the spring trade. Several carloads of stone from St. Mary's have arrived in the city, to be used for the building of the new street car line, operations to commence in the early spring. Wholesale and retail trade was very good. The excise returns for the port of Stratford amounted to $3,832.38 for January. Customs returns were $10,654.81, an increase of $1,262.90 over January, 1910. No changes in the rates of wages or hours of labour, and no trouble in the labour market were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were fully employed during the month in the hauling of hay, wood, saw-logs, and marketing produce. The prices were the same as in the previous month, excepting eggs which dropped 10 cents in the dozen.

Manufacturing.—All factories were busy, and further factory additions were talked of.

CONDITION OF PARTICULAR TRADES.

The building trades as usual were dull this month. Painters, paperhangers and plumbers found some work at their trades. Iron moulders and iron workers and helpers were busy. Machinists, engineers, electrical workers and linemen were active. Blacksmiths, boilermakers and horseshoers were busy. Woodworkers, upholsterers and all factory workers were active. Coopers were getting in a big supply of logs for their trade. Printers were busy. Journeymen tailors and factory workers were very busy. Bakers, confectioners and butchers did a good trade. Ice cutters were busy, and all the dealers put in a good supply for the season. Cigar makers were active. Harnessmakers did a good trade. Barbers, clerks and delivery employés were active. Hotel, restaurant and laundry workers were busy. Hotels were in need of girl help. Railway conductors, engineers and firemen were very busy. All railway workers were active. Cab drivers, draymen and teamsters had a good month. Unskilled labour had a fair month, with the supply in excess of the demand.

DISTRICT NOTES.

Mitchell.—Labour was well employed, all the factories being busy. Wettlaufer foundry employs fifteen hands. They intend to double the staff shortly, as the orders for cement mixers are coming in fast. The firm intends building an addition to its factory.

LONDON, ONT., AND DISTRICT.

Mr. A. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of February was very similar to the preceding one. At indoor

work there was plenty of employment, but at outdoor work there was scarcely any. A number of workers in the building trades were idle. Indications for better conditions as soon as spring opens are numerous, and building operations are expected to be carried on more extensively than for some years past. The wholesale travellers reported sales much better than a year ago. The Grand Trunk Railway Company handled 1,500 more cars in January than in the same month a year ago. The Canadian Pacific Railway Company has announced its intention of spending $250,000 on improvements in London, which will include increased yards, a new station and round-house. Early in March, gum will be again manufactured in this city, in the premises of the Somerville Paper Box Company, by the O-Pee-Chee Gum Company. The water commissioners are finding a good market for hydro-electric power here, and contracts have beeen signed for 1,000 horse power. At the Grand Trunk Railway car shops the 450 employés will commence the summer hours on March 1, and will then work fifty-five hours per weeek.

CONDITION OF PARTICULAR TRADES.

In the building trades there was very little doing in February, and a lot of men were idle. Iron moulders and workers were busy, as were also electrical workers, Linemen were exceptionally busy, and in demand. Metal polishers and stove mounters were busy. Carriage and wagon workers were busy. Car builders reported considerable repair work on hand. Coopers were busy. Printers of all kinds were busy, and good job printers were scarce in this locality. Pressmen were also busy. Paper box makers were very busy, and considerable new machinery has been added in this line. This has been the off season with journeymen tailors, and business has been slack. Garment workers and shoe workers were very busy. Cigar makers were busy. Bakers and confectioners reported trade good. Broom makers were busy. Furriers reported trade only fair. Railway train crews were very busy, and all reported a heavy month's work. Teamsters have asked the City Council for $5 for man, wagon and team, for a nine-hour day. There is a large number of unskilled labourers idle at present, but indications point to plenty of work soon.

DISTRICT NOTES.

Goderich.—The salt wells in this locality are being again put into shape, after many years of idleness. Connolly Brothers, contractors of Montreal, have arrived with eight carloads of machinery to build the breakwater in Goderich harbour, for which they have a $140,000 contract.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Work continued in the building trades throughout the month of February, the weather being sufficiently mild to permit of considerable outside work. However, the uncertainty of favourable weather prevented a general resumption of work. Prospects for a busy summer are bright, and no doubt considerable building will be done during the season of 1911. The present Roman Catholic church will be torn down, work on same commencing at once, and in its place a very handsome stone edifice will be erected. Remarkable progress has been made on the new factory of the Monarch Knitting Company, the outside construction being about completed. The interior work is going along splendidly, and no doubt the Company will commence operations at an early date. The hydro-electric plant has been completed and successful tests have been made of the machinery. Power was being distributed to the street railway, but was not yet being generally distributed, the voltage being somewhat higher than is required. It is stated that a satisfactory conclusion has been reached between the Wabash Railway trainmen in the locomotive and traffic departments and the officials, in regard to the wage schedule. A conference between the

officials and the representatives of the railway unions has just been concluded at St. Louis, and as a result the Canadian trainmen employed on the Buffalo division of the Wabash Railway will, when the new schedule takes effect, be paid the same rate as is being granted to the American trainmen. The new schedule, which it is stated will take effect in a few months, will give the Canadian trainmen a very substantial increase in pay. An American labour organizer has been working in this city for some weeks past, and as a result of his vitis, a number of trades have been induced to organize, and have asked for charters. Friendly relationship existed between the employés and employers in this city and district.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The local markets have been well attended, good prices prevailing.

Manufacturing.—Local industries report the month of February as being a good average.

CONDITION OF PARTICULAR TRADES.

Mechanics employed in the building trades were busier during February than anticipated, on account of the favourable weather conditions, especially for outside work. A number of contracts which were let towards the close of the building season have been about completed as a result of the favourable weather conditions which enabled work to be carried on throughout the winter months. Iron workers, machinists, boilermakers and blacksmiths employed in the local railway shops reported the month a good average. Tailors were quiet. Printers were well employed. Railway employés were well employed during February. Not as many crews were in service as would have been necessary had the weather been more severe. The open weather permitted the handling of long trains, and as a result fewer crews were required to do the work. The good weather enabled the railways to handle their freight with dispatch, and thus give employment to about the usual number of crews.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour generally was fairly well employed, with the exception of bricklayers and plasterers, who were idle during the month. Factories of all kinds, with the exception of two or three, continued to run full time. Exceptional activity prevailed with the carriage factories and the International Harvester works. The Walker Shirt Company continued to employ a large number of hands and has a large number of orders ahead. The building trades were a little slack, and only a few permits have so far been issued. The police commission, at the February meeting granted the police force an increase of $5 per month, making an advance from $800 to $860 for the chief, and from $600 to $660 for the men; and the City Council granted the city firemen an advance from $630 to $650 for firemen, and from $800 to $825 for the chief. Retail and wholesale trade remained firm. There was no evidence of unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Little was done in this line, but many farmers were preparing to build during the coming season. During the month a large amount of material was drawn, while the roads were in condition to do so. The Corn Show held in the Armoury was largely attended by agriculturists from the entire province, and farmers are satisfied that a great amount of good will be the result.

CONDITION OF PARTICULAR TRADES.

Bricklayers and plasterers had a very quiet month. Carpenters and joiners were fairly busy, painters quiet. Plumbers were busy. Builders' labourers were idle. Machinists and engineers had steady employment. Electrical workers, linemen, metal polishers, buffers, platers

and brass workers were very busy. Blacksmiths, boilermakers and sheet metal workers were not so well employed as the previous month. Horseshoers were slack. Woodworkers, upholsterers, carriage and wagon makers were very active. Printers, pressmen and bookbinders were quite busy. Journeymen tailors, garment workers and boot and shoe workers were quiet. Bakers and confectioners, butchers and cigar and tobacco workers reported a fair month. Barbers, clerks, stenographers, delivery employés and laundry workers reported the month an average one. Cab drivers reported trade normal. Carters, draymen, teamsters and expressmen were very quiet. There was no demand for unskilled labour, but few men were found idle.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Labour conditions showed very little change from last month, as employment was good in practically every branch of industry, and there seemed to be very few idle men in the city. Ten building permits were issued during the month of January, which was very good for this time of the year. On January 16 the city carried two by-laws granting the Moloney Company, manufacturers of electrical machinery, and the Winkley Brothers Company exemption of taxes and free water for ten years. The Moloney Company has broken ground for a factory to cost about $10,000, and will give employment to twenty-five hands to start with.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—With the exception of one or two, all the manufacturers were busy. The four planing mills were running full time, with a full force, which is unusual for this time of the year.

CONDITION OF PARTICULAR TRADES.

The building trades had a very good month, considering the weather, and with the exception of bricklayers, the building trades were fairly well employed. Plumbers were very busy. Iron moulders and helpers were working full time. Electrical workers were busy. Linemen were busy shifting all the lines off the streets and putting them up the alleys. Brass workers were working full time. Blacksmiths and horseshoers were busy. Woodworkers and furnishing trades were fully employed. Printers and pressmen were busy. Journeymen tailors were working short time. Garment workers were very busy. Bakers, butchers, cigar makers and tobacco workers were fully employed. Leather workers were busy on repair work. Barbers reported trade fairly good for this time of the year. Clerks, delivery employés, hotel and laundry workers were busy. Transportation employés had plenty of work. Unskilled labour was fairly well employed.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The supply of labour in most branches was in excess of the demand, principally in the building and unskilled lines. This is usual at this season of the year. The completion of the season's cut of lumber liberated a large number of men. Business was fair, though rather quiet in some cases, but a decided improvement of last year's operations was reported. The outlook for building operations during the coming season is very bright.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—The lumber cut in the woods this season will be about the same as last year. About 1,000 men were employed. Deep snow hampered operations somewhat.

Manufacturing.—Busy conditions were reported. A new company has been incorporated under the name of the Lake Superior Paper Company, with a capital of $8,000,000, to operate pulp and paper mills at Sault Ste. Marie. It was stated that this Company will take over the existing pulp mills of the Lake Superior Corporation.

Railway construction.—Work on extensions to the Algoma Central and Manitoulin & North Shore Railways is being vigorously prosecuted.

CONDITION OF PARTICULAR TRADES.

The building trades were quiet, and normal conditions were reported in the other skilled trades.

PORT ARTHUR, FORT WILLIAM, ONT., AND DISTRICT.

Mr. F. Urry, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

There were many men idle and on short time. This is the quiet season for these ports, and all building operations were at a standstill. Many of the building operatives were in the bush at the various lumber and tie camps in the vicinity. Business was normal for this season of the year. There was no change in wages announced. The Public Works' Committee of Fort William has intimated that in all probability the wage-rate for labourers on city work will be from 17½ cents to 22½ cents per hour for the coming season. The fair wage clause for city labourers in Port Arthur is from 20 cents to 27½ cents with work specified for the various rates. The carpenters of Port Arthur and Fort William held a mass meeting in the last named city on Thursday, February 23rd, when it was unanimously decided to work to the schedule signed by the contractors, last June, whereby the minimum rate of 40 cents an hour, a 10-hour day, time and a half for overtime, and double time for Sundays and Labor Day was agreed upon. The Port Arthur carpenters had received notice from the contractors of that city that the rate would be from 35 to 40 cents an hour and fifty-five hours to count a week's work, with the Saturday afternoon holiday. Bush work and railway construction is the only work for the general labourer at this season of the year. A good number of men have been shipped from these cities to the various camps.

CONDITION OF PARTICULAR TRADES.

The building trades were all quiet, as were also the metal, engineering and shipbuilding trades. The heavy snow storms during the month have found city work for many men in clearing the streets and all the teams available in the cities were employed. The printing trades have been doing their usual business for this season of the year. The clothing trades were quiet. Barbers, clerks, stestenographers, delivery employés, laundry workers, &c., have all been fairly well employed.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Conditions during February have been normal. The demand for labour has been, if anything, better than during the corresponding month of last year. Plans are being prepared for operations during the coming summer and the outlook is that more men than usual will be required, and at present the outlook for getting an adequate supply of labour for railroad betterments and construction is not promising. General manager Bury of the Canadian Pacific Railway Company at Winnipeg says that that Company will require this year 5,000 additional labourers. It is estimated that other railways, the Canadian Northern Railway Company, and Grand Trunk Pacific Railway Company will each require 5,000. Discussing the situation Mr. Walker, the Commissioner of Immigration says:

"In no previous year in the history of western Canada was the demand for labour so great, and this condition of affairs bids fair to continue through the season. During 1910 the immigration to western Canada was the largest on record. Many thousands of labourers were carried to the west, but this supply was completely absorbed. The demand is now as insistent as ever. The area of land under cultivation is steadily increasing and as a result thousands more men are required for farm operations. During the next two months in Manitoba and Saskatchewan alone there will be need for 10,000 farm labourers. Applications for help pour into this office, and there are hundreds of requests in excess of the supply. The reports from the railway companies show that many thousands of new men will be needed on construction work. I should say that 15,000 to 20,000 was not an excessive estimate of the requirements of these companies. The officials of the railways do not know what they are going to do to obtain sufficient labour. The department of immigration, through its organization will take steps to bring thousands of labourers to these provinces, but we cannot hope to secure as large a body of workmen as this.

"Thousands of inexperienced hands are asked for by the farmers of the west, but there is no possibility of meeting the need. We are hopelessly behind, and in spite of desperate efforts, the problem remains unsolved."

Bank clearings in Winnipeg during February show an increase over the figures for the corresponding month of last year of twenty-one per cent.; the increase of the year to date is 14·76 per cent.

Business generally is more active than during January.

According to the report of the telephone commission for the Province of Manitoba covering the year 1910, the government system now includes 29,748 telephones of which 11,181 are business and 11,537 residence, and 7,030 rural. The connecting systems have 2,799 rural subscribers and 899 exchange, a total of 3,698, giving a total number of subscribers served by the telephone of 33,446. The increase during the year was 8,338 or thirty-nine per cent. The increase in the rental revenue is from $563,125 to $751,651 or an increase of 33·48 per cent. The increase in Winnipeg was 3,472 subscribers or twenty-seven per cent.

CONDITION OF LOCAL INDUSTRIES.

Building.—During February, ninety-three permits for buildings were issued involving an estimated expenditure of $430,500 as compared with $335,900 a year ago. The total permits for the current year show an estimated expenditure of $632,200 as compared with $523,900 for the corresponding two months of last year.

Agriculture.—Farmers are already making demands upon the employment agencies for help.

The report of the Manitoba Government Elevator Commissioners says that after exhaustive investigation 163 elevators were purchased since the appointment of the Commission in May last. Out of forty-five points that petitioned for new elevators ten were selected at which new elevators were either completed during the year or are at present in course of erection. During the year 107 were put into operation and up to the end of the year handled 3,354,100 bushels of grain. The net cost of handling was $65,144. The total revenue amounted to $60,494. The cost of construction of the ten new elevators was $95,326. The purchased elevators and the cost of fitting them up involved an expenditure of $814,710.

The price of wheat during the month has declined considerably. Flour has declined 10 cents per sack. Some mills have advanced the price of bran and shorts $1.00 per ton.

BRANDON, MAN., AND DISTRICT.

Mr. E. Fulcher, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market during the past month has been fairly

active for the time of the year. The mild weather has permitted considerable outdoor work to be done. Brickwork was continued on the Canadian Northern Railway Station. It is expected that opportunities of employment during the summer months will be more numerous than last year. The building trades will be exceptionally busy, many large buildings having already been announced. The Provincial Government will soon be calling for tenders for the reinforced concrete building to take the place of the Asylum burned last fall. A normal school to cost $50,000, and a new school for the east ward to cost $35,000 will be built during the summer. A deputation from the City Council and the Board of Trade, waited on the Dominion Government; to urge the immediate building of a spur line, from the Grand Trunk main line, to the city. The Government promised its support and it is expected that the spur will be completed by the fall. The bricklayers and masons got an increase to 65 cents per hour to take effect June 1.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing.—The Hanbury Manufacturing Company worked full time. The McDiarmid & Clark Company worked only partial time. The Manitoba Windmill and Pump Company worked three-quarter time.

CONDITION OF PARTICULAR TRADES.

Bricklayers were active; masons dull; carpenters active; lathers and plasterers dull; painters active; plumbers and steamfitters active, and builders' labourers dull. Iron moulders and machinists were active. The printing and allied trades, cigar makers and railway transport employés were active. Unskilled labour was dull.

REGINA, SASK., AND DISTRICT.

Mr. W. B. McNeil, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The weather during the past month has been much more favourable to the building trades than the previous month, thus enabling the commencement of a few buildings. Labour in general, was employed to a little advantage, conditions having slightly improved over the preceding month, also the corresponding period of last year. It is evident that building operations, weather permitting, will commence early this spring, judging by the permits applied for and those granted: for the first six weeks of 1911, building permits to the value of $59,000 were issued. A large number of men are already employed on the Fair building, preparing for the forthcoming Dominion Exhibition. In reference to this work, there was considerable ill-feeling existing between the Regina Trades and Labour Council and the Regina City Council and the Dominion Fair Board, on account of carpenters only being able to obtain 30 cents per hour, instead of 40, but after continued protestations from the Trades Council, the Fair Board have yielded to the men's demand for 40 cents per hour.

CONDITION OF PARTICULAR TRADES.

Though there have been a few jobs going on connected with bricklaying or masonry, the general aspect was dull. Carpenters and joiners, while being far from active, had a fair month for this period of the year. Lathers and plasterers were very active, the new Parliament Buildings accounting for the demand made upon them. Painters and paperhangers were very quiet, as also were plumbers, stone-cutters and builders' labourers. Electrical workers were quiet. The various branches of the printing trades report a fairly active month, though there was no prominent demand for help. Tailors and garment workers were busy. Bakers and confectioners were well employed, also butchers, but there was no apparent demand for cigar workers. Barbers, clerks, stenographers, delivery employés, hotel, restaurant and laundry workers were well employed. Freight handlers were active, also hackmen, draymen and teamsters. There was no demand for unskilled labour.

CALGARY, ALTA., AND DISTRICT.

Mr. George Howell, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

During February, labour conditions began to improve, owing to the moderating of the weather. The printing trades were well employed. There are still a considerable number of stone-cutters and unskilled labourers unemployed.

Seven by-laws, aggregating close upon a million dollars, will be placed for approval before the ratepayers. These by-laws are mostly for public improvements in the city. They are for the following: Incinerators, $120,000; asphalt plant, $20,000; conduit system, $60,000; waterworks exensions, $245,000; service connections, $40,000; electric light, $380,000; fire station, $75,000. Parks board asks for $91,445 to be used, viz., for upkeep of existing parks and boulevards, $25,445; for permanent improvements to parks andmboulevards, $66,000.

It is estimated the Canadian Pacific Railway Company will spend $5,000,000 in improvements and extensions in this city and its environs during 1911. Their new hotel is expected to cost close to a million dollars. This year is expected to be a record breaker in the building industry. Building permits for February total 110, with a value of $303,000. This makes a total for January and February of $629,700. Wholesalers and retailers report trade considerably better than at the corresponding period of 1910. Bank clearings were for February $11,265,813, as against $9,620,529 last year.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, painters and building labourers had a quiet month. Moulders, iron workers and helpers, coremakers, machinists, engineers' electrical workers and linemen, blacksmiths, boilermakers, sheet metal workers and horseshoers report trade fairly good. Woodworkers and upholsterers had a fair month. The printing trades had a busy month. Tailors report a good month. Butchers and bakers were well employed. The leather trades were fairly well employed. Miscellaneous trades report trade satisfactory. Transport employés on the whole were fairly well employed. Unskilled labour was dull.

EDMONTON, ALTA., AND DISTRICT.

Mr. P. C. Foley, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

Owing to cold weather very little outside work was carried on during the latter part of January and the first part of February. Since the tenth of the month the weather has been favourable for outside work, and a number of frame residences are under construction at the present time. Work was progressing favourably on the high school, also the Oliver school in the west end. With the exception of two bank buildings, work was practically completed in the business section. Conditions of the labour market would compare favourably with the previous month, also the same period last year. The Edmonton Iron Works has entered into a contract with the Rountree Plow Company to manufacture 1,000 plows a year for five years. Special machinery for the manufacture of the plows is being installed, and the additional employment of thirty-five men has been necessitated, and a still further number will be required as the capacity of the plant for producing the plows is increased. The following figures show the percentage of increase in business during the past three years:—

	1908	1909	1910	Increase 1910 over 1909
Customs Returns	$228,252	$269,568	$363,736	35%
Bldg. Permits *	2,291,967	2,128,161	2,161,356	2%
Bnk. Clearings	38,486,496	51,561,018	71,633,115	39%
P.O. (stamps only)	57,870	70,063	83,411	19%
Street Railway—				
Passengers Carried	2,148,893		3,688,859	72%
Revenue	92,211		157,511	71%

*Includes Provincial Government Buildings still under construction.

An exhaustive investigation as to conditions of business in wholesale and industrial circles, made by the Board of Trade, showed that the aggregate volume of Edmonton's distributing business for 1910 has exceeded that of 1909 by almost fifty per cent. It was further ascertained that shippers see indications of further expansion in 1911.

On Jauuary 26 the ratepayers endorsed money by-laws for the expenditure of $456,200 for permanent improvements, which includes $164,000 for a bridge across the North Saskatchewan, in the east end; $175,000 for improving the exhibition grounds and putting up new buildings; and $91,250 for the purchase of industrial sites. The *Alberta Gazette* of the fifteenth instant gives the names of twenty new business concerns with an aggregate capital of $1,196,000, which were granted certificates of incorporation in the two weeks January 21 to February 4. Ten of these companies have their head office in this city.

A local union of the International Alliance of Theatrical Stage Employés has been organized, also a local union of the Hotel and Restaurant Employés International Alliance and Bartenders' International League.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been very active during the month bringing their produce to market. Notwithstanding the good supply of meat, the prices still kept up. Wheat was selling a little higher, but the local dealers say that the supply was somewhat better than some time ago. There is a large number of land-seekers going into the Grande Prairie and Peace River countries, and implement dealers reported business very active.

Lumbering was very active especially tie camps along the grade of the Canadian Northern Railway.

Mining.—A large amount of coal was mined, and the price dropped 50 cents per ton during the latter part of the month.

CONDITION OF PARTICULAR TRADES.

During this season of the year a large number of mechanics are on homesteads, which lessens the supply of labour somewhat. However, there has been a surplus of labour in the building trades during the month. The metal and engineering trades reported a fair month, with good prospects for the coming season. Printing and allied trades were active. Journeymen tailors and garment workers had a quiet month. Employés engaged in the preparation of food and tobacco had a good month. The miscellaneous trades were active. The supply of unskilled labour was greater than the demand.

LETHBRIDGE, ALTA., AND DISTRICT.

Mr. J. M. Ritchie, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The month of February has been very dull for labour. There has been, however, a slight improvement over last month. Taking the two months together, they have been the dullest for a long time back. This winter is considered to be the worst in twenty years. There has been quite a number of men employed clearing the snow blockade on the railways and on the streets of the city. The City has kept about 150 men employed on sewer work. This work is being tunnelled, a number of carpenters finding work making centres for concrete. This work was carried on through the hard weather. City teamsters moved out to the small coal camps to haul coal where there was no railway connection. Others were employed hauling ice into the city. Since the weather got milder, there has been considerable building started at two new lumber yards. These yards are on a more extensive scale than any in Lethbridge, up to this time. In this month the commercal activity was noticed with regard to last month. There was no unrest in labour circles. Agreements run out at the end of March, both in mining and in the building trades, but at present all is quiet.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Cattlemen have suffered some heavy losses this winter. A large

number of cattle have died on the ranges. It is difficult to feed the cattle, as hay is very scarce. It will be a problem from now on to supply the demand for hay. An early spring is expected. There are numbers of new settlers coming in to settle in the south part of the province.

Lumbering.—There are seven retail lumber yards in Lethbridge, some of them with branches in neighbouring centres. They were all busy putting in stock for the coming season.

Mining.—Coal mining was very active, and the supply of qualified miners was not equal to the demand. The regular coal miner complains about the inexperienced man, claiming that their employment constitutes a great danger. The miners' convention passed a motion that all men employed be made to learn and use the English language. There is no doubt but more miners would go into the mines if this were overcome. The two coal shafts at the Lethbridge Collieries were completed, and the tipple was being built over the lifting shaft. The shaft at the Chinook Mine near Diamond City, is not completed yet.

CONDITION OF PARTICULAR TRADES.

Bricklayers have not been well employed during this month or last. A break in the hard weather allowed the brickwork to be finished on a large building, (the Hull block) but with that exception there has been no work in that line. Masons and carpenters were very dull, except on some small dwellings and some houses going up at two lumber yards. Joiners, lathers and plasterers were very dull, as well as all the other branches in the building trades. The printing and allied trades were very busy; all the men who could be employed were working full time, and in some cases overtime. Newspapers and job printing are the only branches that are handled in Lethbridge. Bakers, butchers and meat cutters were very busy. Barbers were very busy. Hotel and restaurant employés were busy. Laundry workers were very busy. Teamsters were very dull. Unskilled labour was very dull, and there was a great number unemployed.

NELSON, B. C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The general condition of the labour market during the month of February, throughout the Kootenay district, was quiet, the supply exceeding the demand as to coal miners, quartz miners and lumbermen. The City of Nelson had a small force of men engaged excavating for the new sewer extension on Gore and Innis streets. The pipe for this work has an inside diameter of eight inches. A strike of rich ore was reported on the Eureka mine at Sheep Creek, B.C. The Athabasca Mine produced a gold brick recently, valued at a little over $10,000, being the result of less than one month's run of the stamp mill, and is from ore taken from the strike recently reported. Extensive bodies of clean ore are in sight in the workings of the Rambler-Cariboo Mine, in Slocum district, and the management proposes to erect a tramway from the main tunnel to the proposed Canadian Pacific Railway spur, thus materially reducing the cost of transportation of the ore to the smelter. The Company's concentrator is also to be moved to a more convenient location. The Standard Mine near Silverton, B.C., has developed 42 feet of galena ore, between the walls, which is said to be the widest ore showing yet developed in the Slocan district, the grade of this ore is reported as seventy per cent. lead, and 90 ounces silver.

Owing to local differences with their employers (the Crow's Nest Pass Coal Company, Limited) the coal miners at Michel, B.C., suspended work on the twenty-third instant, awaiting or pending a settlement of their grievances. This suspension directly affects about 1,300 men, and if continued any length of time would affect fully as many more indirectly. The present working agreement between the employing companies and the Miners' Union terminates on March 31, 1911. The miners are asking an increase in wages, to which the companies, up to the present, have made no reply. Both

Michel and Coal Creek miners are again starting their ambulance and first-aid classes under the supervision of the local surgeons. Michel has organized a Draeger apparatus school of instruction. The Doukhobors' Colony has still further extended its territory in this district by purchase of the Manhart ranch on the Kootenay river, opposite Tarry's. The property is about fifty acres in extent, of which some ten acres are cleared, and about five acres planted in bearing fruit trees. The price was $12,000.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. J. P. McMurphy, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

In comparison with the corresponding months of previous years, the present month showed an unusual activity; and sewer and street improvement work was pushed ahead rapidly. B. F. Dowd, representing eastern and British Columbia capital, to be known as the Drop Forge Manufacturing Company, has secured an option on a piece of property across the river, near the end of the Westminster bridge. It is the intention of the Company to at once commence the construction of three large buildings for the manufacture of carpenters' and other tools. The amount of money to be at first invested is about $125,000, and it is intended to employ over one hundred men. Among the many items of local interest mentioned in the Provincial Government's estimates, before the House, on the ninth instant, are the provisions for large expenditures on provincial institutions. One of the largest single estimated expenditures is to be on the grounds and houses at the new asylum farm at Coquillam, being $355,000. There is a further amount of $22,500 for alterations to the New Westminster Court House, and $13,076.80 for the completion of the Land Registry Office. The grants for roads, bridges and such like improvements, throughout the Fraser river valley include $65,000, to be spent in the Chilliwack district; $60,000 in the Delta; and $125,000 in Dewdney.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Already one or two of the halibut boats have visited the halibut banks, and a few have returned with fair catches. With the moderation of the stormy weather, halibut fishing will be resumed in earnest. A few nets have been thrown out in the river, but only one or two steelhead salmon to the boat has been the success so far. The mills which were forced to suspend operation during the cold weather are again running at their full capacity.

Railway construction.—The middle of the month saw the first sod turned on the Lulu Island branch of the British Columbia Electric Railway. This line, which is only a little over a mile in length, extends to the Richmond boundary, and will mean a great help to the section of the city served, besides making possible the establishment of new industries on both the north and south arms of the Fraser river. The new train line, the Fraser Valley Railway section of the British Columbia Electric Railway, running from Sapperton, through Burnaby and Hastings townsite to Vancouver, is being pushed ahead with great vigor. It is anticipated that the line will be most serviceable for freight traffic between Vancouver and Chilliwack. The purchase of a site for terminals at Coquillam has been officially announced by the Canadian Pacific Railway Company officials. The property extends from Westminster Junction on the west,to the Pitt river on the east, and along the west branch of the Pitt river to the confluence of the Pitt and Fraser rivers, giving a water frontage of 1½ miles. It is officially stated that the purchase has been completed at an approximate cost of $750,000. The proposed yards at Coquillam will very greatly facilitate the handling and distribution of freight cars, east and west-bound.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were quiet, as were carpenters, lathers and plasterers.

Plumbers and steam fitters were fairly active, with builders' labourers quiet. Iron moulders and helpers were very quiet. Electrical workers and linemen were active, as were blacksmiths and sheet metal workers. Shipwrights and caulkers were very quiet, while horseshoers were busy. Upholsterers and varnishers and electric car builders were active. Printers, pressmen, journeymen tailors were all active. Bakers, butchers and cigar makers were fairly active. Barbers, clerks, stenographers delivery employés and hotel employés were busy. Laundry workers were exceptionally active. Railway employés, steamboat men and street railway employés were active, with dray men and teamsters fairly active. Unskilled labour was fairly active.

VANCOUVER, B.C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

The Civic waterworks committee decided to recommend to the Council the expenditure of $163,100. The amount spent last year was $129,414.78. The increase, therefore, will be $33,685.22. The civic board of works will expend $674,610 on public works this year.

The members of St. Mark's Church (Church of England) decided to build a new edifice in Kitsilano, to cost $125,000. The contract for the building of the proposed labour temple, to cost when completed and furnished $150,000, was awarded. The British Columbia Telephone Company let a contract to build a suburban exchange building for $43,000. A contract was let by the Provincial Government for an addition to the new court house, which latter building has not yet been completed. The new wing will cost $350,000.

Provisions were cheaper during week ending February 26, and there was a distinct drop in the price of eggs, as the result of the large supply from Kansas. The fruit trade was very brisk. Fresh vegetables were plentiful and much in demand.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—During the week ending February 25, there were a number of the smaller Vancouver steamers engaged in carrying herring shipments to Tacoma, for shipment to the Orient. About 1,000 tons were taken on the steamer *Oanfa* at Vancouver. The steamer *Strathy* (British) took 1,500 tons. Herring were very plentiful.

Mining. The local mining market was buoyant towards the end of the month, and there was marked activity in some lines.

Lumbering was fairly active, with prospects bright.

Railway construction was very active throughout the province.

CONDITION OF PARTICULAR TRADES.

The different branches of the building trades reported trade fair, the weather being a hindrance to progress. A joint movement has been started for an increase in wages all around, to take effect on May 1 next. The present rate of wages paid sheet metal workers is $24.75 a week of forty-four hours, with Saturday half-holiday. Machinists are still on strike. Shipbuilding is very active. The union shop machinists are practically out of employment. The different branches of the woodworking industry report activity and prospects promising. Work has been fair in the printing and allied trades. Butchers and meat cutters were active. Cigar makers report trade exceedingly quiet, owing to competition of eastern made cigars. Leather workers on horse goods report trade fair, there being some seven shops here. Barbers report a number of idle men. Clerks and stenographers are very much overcrowded. All carriers report trade very active. Large extensions are being made to handle the heavy volume of traffic which is constantly on the increase.

DISTRICT NOTES.

North Vancouver.—The building trades are active. and about 300 men are laying

sewer pipes. Shipbuilding was very active. On February 26 the new ferry, costing $140,000 was launched at the Wallace shipyards.

Imperial.—Work has been started on the proposed new graving dock.

Steveston.—The report that the Canadian Northern Railway Company intends to divert its line to this place instead of Port Mann, on the Fraser river, has caused a real estate boom. Building is fairly active.

VICTORIA, B.C., AND DISTRICT.

Mr. J. Chrow, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The labour market in this district has been fairly active during February, being somewhat better than in January, and much better than at the same month a year ago. The building trades have been fairly well employed, there being a considerable number of buildings under construction, and the outlook for the season being fully as good if not better than last year. All other skilled workers were well employed with no reduction in the working hours. Unskilled labour has been more regularly employed than is generally the case at this time of year, owing to the large number of city improvements under way. At the request of the Trades and Labour Council the city authorities have inserted a clause in all city contracts making it compulsory for all contractors doing street improvement work to pay not less than 34½ cents per hour, for an eight-hour day. Also that preference must be given to bona fide residents of the city, and no Chinese, Japanese or Hindoos to be employed. Bank clearings for January were $9,013,716 compared with $7,390,767 in 1910; $4,235,476 in 1909, and $4,391,595 in 1908. The value of building permits issued during January amounted to $151,455, compared with $128,985 for the corresponding month a year ago, an increase of $22,470 or eighteen per cent. The inland revenue returns for the month of January showed a total of $18,127.72, or an increase of $2,016.40 over the same month last year. During the month a branch of the Canadian Industrial Peace Association was formed in Victoria, when a number of local gentlemen intimated their willingness to serve as directors. The objects of the Association as stated by the promoters was to interfere in the case of labour troubles in behalf of the public interest between employés and employer, and try if possible to effect an adjustment of difficulties, thereby hoping to bring about justice for both sides and for the general public. Wholesale and retail trade continued in a healthy condition. Several new retail establishments have been opened during the past two months. The School Board has granted the teachers under their jurisdiction substantial increases of salaries. The Royal Commission investigating the alleged smuggling of Chinese into this Province held several sessions here during the month, the chief witnesses being customs' officials and Chinamen. The British Columbia Marine Railway Company is about to commence the construction of a new dry dock at Esquimalt at a cost of $3,000,000. The dock will be 900 feet long and 100 feet wide, and will be one of the largest in the world. The enterprise will give work to a large number of men.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The whaling vessels operating on the west coast of Vancouver Island are about to commence operations for the season, whales being reported unusually plentiful.

Mining.—According to a statement for 1910, just issued by the timber and coal administration branch of the lands department, the total revenue of coal and timber licenses, for the year of this branch of the lands' department was $1,794,213.40.

Railroad construction.—On February 18, His Honour the Lieutenant-Governor turned the first sod of the Island division of the Canadian Northern Pacific Railway. It is hoped that the first section (about 30 miles) will be in operation within a year.

CONDITION OF PARTICULAR TRADES.

The building trades were fairly busy, plumbers especially. Painters and paper-hangers were more fully employed. Builders' labourers were dull with a surplus of help. The metal trades reported work as fair, with some idle men. The machinists' strike still continues. Printing and allied trades were in good condition, business fair and few idle men. Garment workers reported business as above the average, all available help being employed. Bakers and confectioners, butchers and cigar makers were fairly busy. Barbers, clerks, stenographers, waiters, &c., were constantly employed. Unskilled labourers had considerable work, with an abundance of help available.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF THE LABOUR MARKET.

The condition of the labour market in this district shows an improvement over last month, there being a good deal of work starting up. But there are still a good many idle men in the district. The prospects are better for the coming month. There is still exceptional activity in the coal trade. There is a growing increase in travel and the transportation of goods. Business men report trade good. The men employed by the South Wellington Coal Company met the officials of the Company and signed the scale of wages common in this district.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have started plowing this month.

Fishing.—There is very little work among the fishermen in this district since the close of the herring season.

Lumbering.—The sawmills in the district are running steadily but not with large forces as yet. Work has not started in the logging camps as yet.

Coal mining.—In this district is very brisk most of the mines working to their full capacity but there are still quite a number of men looking for work in the mines.

The grading of the extension of the railway to Alberni is about finished and work is being pushed on the bridges, the track being laid as fast as the bridges are completed. There is a good deal of land clearing going on here and in Alberni for building purposes. There is also a lot of clearing for agricultural purposes going on all over the district.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons are quiet at present. Carpenters and joiners are active especially for the season. Painters and paperhangers report fair and improving. Plumbers were busy during the month. Builders' labourers have not done much. Blacksmiths and carriage makers report business active. Printers report work as fair. Cigar makers have had a fairly good month. Teamsters and expressmen report work fairly good. Unskilled labour did very little the first part of the month, but are doing better now, although there are a lot of idle men.

LABOUR ORGANIZATION IN CANADA DURING 1910.

TABLES are published herewith containing a list, by industries and groups of trades, of the labour organizations formed and dissolved in Canada during the year 1910, with details relating to locality, date of organization and other particulars.*

*The tables are based on information collected by the Department of Labour during the year from the daily press, the trade journals of the different central labour organizations, and other sources, details having been obtained or verified by correspondence with the secretaries of unions, the organizers of central bodies, the correspondents of the *Labour Gazette*, and other persons in a position to furnish accurate information. Instances may have occurred of labour organizations in particular localities having been formed or dissolved without the fact being reported to the Department, though the extent of organization and dissolution in the several trades or provinces is indicated, it is thought, with considerable accuracy in the table. It was found especially difficult, however, in some instances to obtain exact information with regard to the causes leading to the surrendering of charters.

The tables, with accompanying matter, are designed to present an analytical review of the progress of labour organization in the Dominion during the past calendar year, and are similar in form and scope to the annual reviews previously published by the Department each year since 1903.

The General Result.

According to information received by the Department up to the end of February, 1911, the total number of labour organizations formed in Canada during 1910 was 171, and of organizations dissolved 165. This would represent an actual increase of six in the number of organizations in existence. There was an increase of nine in the number of organizations formed, compared with the previous year, but the number of organizations dissolved increased by sixty-five. The net gain of six in 1910, compares with a gain of seventy-two in 1909; 107 in 1908; 174 in 1907; sixty-nine in 1906; a loss of two in 1905; a gain of forty-four in 1904; and a gain of 221 in 1903, the last mentioned being the year in which the formation of labour organizations was most active since the record of the Department was established.

The Record by Industries, and Trades.

The following is a statement, by industries and groups of trades, of the labour organizations formed and dissolved in Canada during 1910:

Trades and Labour Councils.—A Trades and Labour Council was formed at St. John, N.B., One at Nelson, B.C., went out of existence.

Mining.—The United Mine Workers of America organized three local unions in Nova Scotia and two local unions in Alberta. The Western Federation of Miners organized local unions at Porcupine, Ont., Silver Centre, Ont., and at Portland Canal and Vancouver, B.C. The Provincial Workmen's Association organized a local union at New Waterford, N.S., and the Quarrymen's International Union a local at Fox Island, B.C. Six lodges of the Provincial Workmen's Association ceased to exist in Nova Scotia. Thirteen unions of United Mine Workers were dissolved,two in Nova Scotia, two in Saskatchewan, and nine in British Columbia. Of the Western Federation of Miners two unions were dissolved, one at Camborne and the other at Slocan, B.C. Five Quarry Workers' International Unions went out of existence, two in Quebec and three in Alberta.

The building trades.—A Building Trades' Council was formed at Victoria, B.C. The Amalgamated Society of Carpenters and Joiners organized six local unions, one in Ontario, one in Saskatchewan, one in Alberta, and three in British Columbia, but three unions of this body ceased to exist, one in Quebec and two in Ontario. The United Brotherhood of Carpenters and Joiners added eleven unions, three in Nova Scotia,two in New Brunswick, two in Ontario, one in Saskatchewan, one in Alberta and two in British Columbia; on the other hand eleven unions of this organization were dissolved, four in Ontario, two respectively in Saskatchewan, Alberta and British Columbia, and one in Manitoba. The Wood, Wire and Metal Lathers' International Union organized one branch and dissolved two. The Operative Plasterers' International Association formed a union at Saskatoon, Sask. The International Brotherhood of Painters, Decorators and Paperhangers organized one and dissolved four unions. The Brotherhood of Painters, Decorators and Paperhangers formed a local union at Port Arthur, Ont. A union of International Bricklayers and Masons at Haileybury, Ont., was dissolved. The International Association of Granite Cutters added a union and dissolved one. Two unions of the Paving Cutters of Canada and the United States were formed and two went out of existence. One union of each of the following organizations was formed: the Journeymen Stone Cutters' Association; the International Association of Marble Workers; the International Brick, Tile and Terra Cotta Workers' Alliance; the International Slate and Tile Roofers'

Union; the Ceramic, Mosaic and Encaustic Tile Layers and Helpers' International Union; and the Builders' Labourers' Union. The United Association of Journeymen Plumbers, Gas and Steam Fitters organized six local unions, one in St. John, N.B., one in Quebec, Que., three in Ontario and one in Alberta. Five locals of this organization ceased to exist, three in Ontario and two in Manitoba. The Hod Carriers' International organized three unions, in New Brunswick, Saskatchewan and British Columbia, respectively.

The metal, engineering and shipbuilding trades.—A Metal Trades' Council was organized at London, Ont. The International Moulders' Union formed four branches. The International Association of Machinists formed four unions while five were dissolved. The Federal Union of Machinists' Helpers and Labourers formed five branches and the American Federation of the same class of workmen, one branch. One union respectively of the Metal Polishers, Buffers and Platers' International Union, International Stove Mounters and Steel Range Workers' Union, International Union of Journeymen Horseshoers' Union, International Brotherhood of Stationary Firemen, Stokers and Helpers were formed, and one each of the International Association of Bridge and Structural Iron Workers, Elevator Constructors' International Union, Halifax Boilermakers' Iron and Steel Ship Builders and Steel workers and Benefit Society, and International Association of Sheet Metal workers were dissolved. The International Brotherhood of Boilermakers and Iron Ship Builders organized five locals and three were dissolved. Two branches of the International Brotherhood of Blacksmiths and Helpers were formed and three went out of existence. The Amalgamated Sheet Metal Workers' International formed two new locals, and one was dissolved. The International Union of Steam Engineers organized four new unions, and dissolved two. Two branches of the Jewellery Workers' Union went out of existence, one in Quebec and the other in Ontario.

The printing and allied trades.—The International Typographical Union formed one and the International Brotherhood of Bookbinders two new branches.

Clothing trades.—The Journeymen Tailors' Union added four new branches during the year and eight branches went out of existence. Two unions of the United Garment Workers were dissolved, and one branch of the United Cloth, Hat and Cap Workers.

Textile trades.—In this group two branches of the Federation of Textile Workers of Canada ceased to exist.

Food and tobacco preparation.—The Bakery and Confectionery Workers International Union formed three and dissolved four unions. A branch respectively of the Cigar Makers' International Union and a Cigar Factory Tobacco Strippers' Union, the first at Saskatoon, Sask., and the other at Toronto, Ont., were formed. The United Brewery Workmen inaugurated six new unions, and six went out of existence. A union of the Amalgamated Meat Cutters and Butchers' Workmen at Ottawa was dissolved.

Leather trades.—Three branches of the United Brotherhood of Leather Workers on Horse Goods and one branch of the Travellers' Goods, and Leather Novelty Workers' Union went out of existence.

Railway service.—The Order of Railway Conductors formed two branches; the Brotherhood of Locomotive Engineers, three; the Brotherhood of Locomotive Firemen and Enginemen, four; the International Brotherhood of Maintenance-of-Way employés, eleven; the Brotherhood of Railway Carmen, nine; and the Brotherhood of Railway Employés, five. The railway unions dissolved during the year were: Canadian Brotherhood of Railway Employés, five; Brotherhood of Railway Carmen, two; Interior Freight Handlers and Railway Clerks' International, one; and the International Brotherhood of Maintenance-of-Way employés, nineteen.

Street railway employés.—A branch of the Amalgamated Association of Street and Electric Railway Employés at St. Thomas, Ont., went out of existence.

General transport.—Seven branches of the Brotherhood of Teamsters and one branch of the Bread Wagon Drivers' Union were formed, nine branches of the Teamsters' Union were dissolved.

Navigation.—A Ship Liners' Union was formed at Montreal, Que. Four International Longshoremen's Association branches were formed and two ceased to exist. Two new unions of the National Association of Marine Engineers, at Charlottetown, P.E.I., and Sault Ste. Marie, Ont., respectively, came into existence, while one branch of the International Marine General Freight Handlers' Union was dissolved.

Hotel, restaurant and theatre employés.—In these trades the International Alliance of Theatrical Stage Employés formed three unions and dissolved one. The American Federation of Musicians formed one union and dissolved one, while two branches of the Musicians' Canadian National Union were dissolved. The Bartenders' International League added three new branches to its list, while five other branches went out of existence. A union of the Hotel and Restaurant Employés International Alliance was formed at Vancouver, B.C., while at Montreal, Que., two branches of the Cooks' National Association dissolved.

Miscellaneous.—In this group, one union of the Retail Clerks' International Association was formed and one was dissolved. The Journeymen Barbers' Association founded three new unions, but four others were dissolved. Each of the following organizations formed a new branch during 1910: the Asbestos Workers' International Association; the Amalgamated Glass Workers' International Association; the Glass Blowers' Association; Ottawa Gas Workers' Union, and the International Brotherhood of Paper Makers. Two unions of Commercial Telegraphers were formed, one known as the Canadian Brokers' Division and the other the Great North Western System Division.

General labour.—A Federal Labour Union was formed at Guelph, Ont., and one at Lethbridge, Alta., was dissolved.

Aggregate Results by Industries and Groups of Trades, during the past six Years.

It will be seen from the table that there have been increases in the number of organizations in the following trades: building, metal, printing, food and tobacco preparation, railway employés, navigation, public employés and miscellaneous, while decreases have occurred in the number of organizations in the mining industry and in the following trades: woodworking, clothing, textile, leather, hotel, restaurant and theatre employés, and general transport. In Trades and Labour Councils and general labour the number remained unchanged. The most pronounced gain was among metal workers who formed forty and dissolved twenty unions, a net gain of twenty. Miscellaneous trades and railway employés increased by seven each; food and tobacco preparation, and navigation employés by four each; building trades by three; printing trades by two and public employés by one. The heaviest decreases in the number of organizations among the other industries and trades were as follows: mining, fifteen; hotel and restaurant employés, eight; clothing trades, seven; leather trades, four; textiles and woodworking trades, two each.

The accompanying table sets forth the aggregate number of labour organizations formed and dissolved in Canada during 1910, according to industries and groups of trades, compared with the years 1904, 1905, 1906, 1907, 1908 and 1909:

TABLE SHOWING BY INDUSTRIES AND GROUPS OF TRADES, THE NUMBER OF LABOUR ORGANIZATIONS FORMED AND DISSOLVED IN CANADA DURING 1904, 1905, 1906, 1907, 1908, 1909 AND 1910.

Industries or Groups of Trades.	1904		1905		1906		1907		1908		1909		1910	
	Unions formed.	Unions dissolved.	Unions formed.	Unions dissolved	Unions formed.	Unions dissolved.	Unions formed.	Unions dissolved.	Unions formed.	Unions dissolved.	Unions formed.	Unions dissolved.	Unions formed.	Unions dissolved.
Agriculture	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fishing	.....	.....	5	12	.....	1	1	.....	.....	2	.....	.....	.....	.....
Lumbering	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	1	.....	.....
Mining	14	4	3	1	7	5	19	2	13	10	25	19	11	26
Building	35	25	22	13	44	18	41	6	30	27	29	24	32	29
Metal	25	12	11	13	18	14	43	13	22	10	24	15	40	20
Woodworking	1	13	54	8	2	2	2	2	1	1	2	1	.....	2
Printing	9	1	12	2	5	3	9	3	13	1	14	1	3	1
Clothing	20	3	7	4	7	6	8	4	7	8	5	2	4	11
Leather	1	.....	2	2	3	.....	1	1	.....	1	1	2	.....	4
Textile	.....	.....	.....	.....	11	.....	11	3	1	1	2	2	.....	2
Food and tobacco preparation	2	11	7	4	1	1	6	.....	8	5	3	1	11	7
Hotel and restaurant employés[1]	.....	.....	.....	.....	.....	.....	8	.....	7	5	3	.....	8	16
Railway employés	.....	.....	.....	.....	.....	.....	51	20	61	16	28	11	34	27
Street railway employés[2]	.....	.....	.....	.....	.....	.....	2	1	2	.....	1	1	.....	1
General transport	21	18	18	50	19	18	5	.....	4	1	1	2	6	9
Navigation	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	3	7	3
Civic employés	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....
Miscellaneous	14	14	6	11	13	13	17	3	20	4	9	3	12	5
General labour	5	7	4	2	4	2	5	.....	2	.....	5	.....	1	1
Trades and labour councils	5	.....	2	1	8	2	3	.....	5	.....	3	2	1	1
	148	104	103	105	154	85	232	58	196	90	162	90	171	165

[1]Included under "Food and Tobacco Preparation" in 1904, 1905 and 1906.
[2]Included under "General Transport" in 1904, 1905 and 1906.

The Record by Provinces during the past six Years.

In the accompanying table, the number of unions formed and dissolved during 1904, 1905, 1906, 1907, 1908 and 1909 are set forth by Provinces.

TABLE SHOWING, BY PROVINCES, THE NUMBER OF LABOUR ORGANIZATIONS FORMED AND DISSOLVED IN CANADA DURING 1904, 1905, 1906, 1907, 1908, 1909 AND 1910.

Province.	1904		1905		1906		1907		1908		1909		1910	
	Unions formed.	Unions dissolved.	Unions formed.	Unions dissolved.	Unions formed.	Unions dissolved.	Unions formed.	Unions dissolved.	Unions formed.	Unions dissolved.	Unions formed.	Unions dissolved.	Unions formed.	Unions dissolved.
Nova Scotia	10	5	13	5	14	8	11	1	33	15	23	6	14	14
Prince Edward Island	.....	.....	.....	1	.....	3	.....	.....	2	1	3	2	1	.....
New Brunswick	3	4	5	6	1	5	1	1	20	5	3	3	10	4
Quebec	38	15	18	18	37	19	51	11	27	15	17	11	17	23
Ontario	62	65	40	57	44	31	94	33	41	31	49	34	52	73
Manitoba	12	3	9	5	17	3	6	4	12	3	8	5	10	8
Saskatchewan	13	4	5	.....	10	1	13	1	12	4	16	2	15	5
Alberta	.....	.....	9	1	18	5	28	1	21	8	22	5	23	18
British Columbia	10	8	4	8	12	8	22	6	27	6	20	12	27	19
Yukon	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	1
Total	148	104	103	101	153	85	232	58	196	90	162	90	169	[1]165

[1]This does not include two Unions of telegraphers extending throughout Canada.

Record by Months of Labour Organizations formed, 1904, 1905, 1906, 1907, 1908, 1909 and 1910.

The Department secured information with regard to the date of formation of seventy-three labour organizations formed during 1910, compared with 128 during 1909; 129 during 1908; 171 during 1907; 127 during 1906; ninety-four during 1905; 113 during 1904; and 243 during 1903. The record by months fo these years is shown in the following table:

TABLE SHOWING BY MONTHS, NUMBER OF LABOUR ORGANIZATIONS FORMED IN CANADA DURING 1904, 1905, 1906, 1907, 1908, 1909 and 1910.

Month.	Number of Organizations Formed.						
	1904	1905	1906	1907	1908	1909	1910
January	13	18	6	23	11	16	7
February	15	2	7	15	10	8	7
March	10	9	10	19	11	9	....
April	10	8	7	12	19	6	5
May	14	13	15	13	11	15	8
June	10	7	7	20	6	16	8
July	7	7	15	13	7	8	4
August	11	6	17	14	10	8	10
September	7	7	11	11	7	10	7
October	5	6	24	15	9	8	5
November	9	7	3	8	21	14	....
December	2	3	5	8	7	10	11

Organization Operations of Central Organizations during 1910.

The following table, based upon the detailed returns of labour organizations formed and dissolved during 1910, shows the number of charters issued and withdrawn by or returned to certain central international organizations during the year.

TABLE SHOWING NUMBER OF CHARTERS ISSUED AND WITHDRAWN IN CANADA DURING 1910 BY CERTAIN INTERNATIONAL LABOUR ORGANIZATIONS.

Name of Organization.	Number of Charters Issued.	Number of Charters Withdrawn or Returned.
Mining—		
United Mine Workers of America	5	13
Western Federation of Miners	4	2
Quarry Workers' International Union of North America	1	5
Building trades—		
Amalgamated Society of Carpenters and Joiners	6	3
United Brotherhood of Carpenters and Joiners	11	9
International Brotherhood of Painters, Decorators and Paperhangers	1	4
Wood, Wire and Metal Lathers' International Union	1	2
Operative Plasterers' International Union	1	.....
Bricklayers and Masons' International Union	.....	1
International Association of Granite Cutters	1	1
Journeymen Stone Cutters' Association of North America	1	.....
Paving Cutters' Union of United States and Canada	2	2
International Association of Marble Workers	1	.....
International Brick, Tile and Terra Cotta Workers' Alliance	1	.....
International Slate and Tile Roofers' Union	1	.....
Ceramic, Mosaic and Encaustic Tile Layers and Helpers' International Union	1	.....
United Plumbers, Gas and Steamfitters and Helpers' Association	6	5
International Hod Carriers and Building Labourers' Union	4	2
Metal trades—		
International Association of Bridge and Structural Iron Workers	.....	1
Elevator Construction International Union	.....	1
International Moulders' Union	4	.....
International Association of Machinists	4	5
Machinists' Helpers, American Federation of Labour	1	.....
Metal Polishers, Buffers and Platers' International Union	1	.....
International Stove Mounters and Steel Range Workers' Union	1	.....
International Union of Steam Engineers	4	2
International Brotherhood of Stationary Firemen, Stokers and Helpers	1	.....
International Brotherhood of Blacksmiths	2	3
International Union of Journeymen Horseshoers	1	.....
International Brotherhood of Boiler Makers, and Iron and Ship Builders	5	3
Amalgamated Sheet Metal International Alliance	2	2
International Jewellery Workers' Union	.....	2

TABLE SHOWING NUMBER OF CHARTERS ISSUED AND WITHDRAWN IN CANADA DURING 1910 BY CERTAIN INTERNATIONAL LABOUR ORGANIZATIONS.

Name of Organization.	Number of Charters Issued.	Number of Charters Withdrawn or Returned.
Woodworking trades—		
Carriage and Wagon Workers' International Union	.....	2
The printing and allied trades—		
International Typographical Union	1	.....
International Brotherhood of Bookbinders	1	.....
The clothing trades—		
Journeymen Tailors' Union of America	4	8
United Garment Workers of America	.....	2
United Cloth Hat and Cap Makers of North America	.....	1
Food and tobacco preparation—		
Bakery and Confectionery Workers' International Union	3	4
Cigar Makers' International Union	1	.....
Cigar Factory Tobacco Strippers' Union (A. F. of L.)	1	.....
United Brewery Workmen of America	6	2
Amalgamated Meat Cutters and Butchers' Union	.....	1
The leather trades—		
United Brotherhood of Leather Workers on Horse Goods	.....	3
Travellers' Goods and Leather Novelty Workers' International Union	.....	1
The railway service—		
Order of Railway Conductors	2	.....
Brotherhood of Locomotive Engineers	3	.....
Brotherhood of Railway Carmen of America	9	2
Interior Freight Handlers and Railway Clerks' International Union	.....	1
International Brotherhood of Maintenance-of Way Employés	11	19
Street railway employés—		
Amalgamated Association of Street and Electric Railway Employés	.....	1
Hotel, restaurant and theatre employés—		
International Alliance of Theatrical Stage Employés	3	1
American Federation of Musicians	1	1
Bartenders' International League	3	5
Hotel and Restaurant Employés International Alliance	1	3
General transport—		
International Brotherhood of Teamsters	5	.....
Bread Wagon Drivers' International Union	1	.....
Navigation—		
International Longshoremen's Association	4	.....
Miscellaneous—		
Retail Clerks' International Protective Association	1	1
International Association of Journeymen Barbers	4	4
Asbestos Workers' International Association	1	.....
Amalgamated Glassworkers' International Association	1	.....
Glass Bottle Blowers' Association	1	.....
International Brotherhood of Paper Makers	1	.....
Commercial Telegraphers' Union of America	2	.....
General labour—		
Federal Labour Union (A. F. of L.)	1	1

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TABLE OF LABOUR ORGANIZATIONS FORMED IN CANADA DURING 1910.

Name and Class of Organization.	Locality.	Date of Organization
Trades and Labour Councils—		
Trades and Labour Council	St. John, N.B.	Oct. 20
Mining—		
Provincial Workmen's Association (Patriot Lodge), No. 90	New Waterford, N.S.	
United Mine Workers of America, No. 1,726	Westville, N.S.	May
United Mine Workers of America, No. 465	Florence, N.S.	
United Mine Workers of America, No. 1,080	Little Bras d'Or Bridge, N.S.	
United Mine Workers of America, No. 481	Beaver Creek, Alta.	Jan. 30
United Mine Workers of America, No. 949	Burmis, Alta.	May
Western Federation of Miners, No. 145	Porcupine, Ont.	
Western Federation of Miners, No. 148	Silver Centre, Ont.	
Western Federation of Miners, No. 181	Portland Canal, B.C.	
Western Federation of Miners, (Britannia Local), No. 216	Vancouver, B.C.	Oct.
Quarry Workers' International Union	Fox Island, B.C.	
The building trades—		
Victoria Building Trades' Council	Victoria, B.C.	Dec. 2
United Brotherhood of Carpenters and Joiners, No. 1,167	Sydney Mines, N.S.	
United Brotherhood of Carpenters and Joiners, No. 1,278	Glace Bay, N.S.	
United Brotherhood of Carpenters and Joiners, No. 1,204	New Waterford, N.S.	
United Brotherhood of Carpenters and Joiners, No. 1,249	St. Stephen, N.B.	
United Brotherhood of Carpenters and Joiners, No. 953	Moncton, N.B.	June
United Brotherhood of Carpenters and Joiners, No. 1,279	Oshawa, Ont.	
United Brotherhood of Carpenters and Joiners (Finnish) No. 1064	Port Arthur, Ont.	
United Brotherhood of Carpenters and Joiners, No. 1,288	Swift Current, Sask.	
United Brotherhood of Carpenters and Joiners, No. 1,864	Diamond City, Alta.	
United Brotherhood of Carpenters and Joiners, No. 1,639	New Westminster, B.C.	
United Brotherhood of Carpenters and Joiners, No. 1,848	Victoria, B.C.	
Amalgamated Society of Carpenters and Joiners	Port Arthur, Ont.	Aug. 4
Amalgamated Society of Carpenters and Joiners	Moose Jaw, Sask.	Aug. 5
Amalgamated Society of Carpenters and Joiners, Fifth	Vancouver, B.C.	
Amalgamated Society of Carpenters and Joiners	Central Park, B.C.	
International Brotherhood of Painters, Decorators and Paperhangers, No. 837	Guelph, Ont.	Oct. 6
Brotherhood of Painters, Decorators and Paperhangers, No. 202	Port Arthur, Ont.	July 25
Granite Cutters' International Association	Iberville, Que.	
Journeymen Stone Cutters' Association of North America	Castor, Alta.	
Paving Cutters' Union of United States and Canada, No. 60	Graniteville, Que.	
Paving Cutters' Union of United States and Canada, No. 65	Gananoque, Ont.	
International Association of Marble Workers, No. 92	Vancouver, B.C.	
International Brick, Tile and Terra Cotta Workers' Alliance, No. 19	West Toronto, Ont.	
International Slate and Tile Roofers' Union, No. 39	Toronto, Ont.	Jan. 1
Ceramic, Mosaic and Encaustic Tile Layers' and Helpers' International Union, No. 63	Calgary, Alta.	Dec. 22
International Hod Carriers' and Building Labourers' Union, No. 231	St. John, N.B.	Dec. 17
International Hod Carriers' and Building Labourers' Union	Vancouver, B.C.	
International Hod Carriers' and Building Labourers' Union, No. 283	Regina, Sask.	May 14
Builders' Labourers' Union	Ottawa, Ont.	
Amalgamated Society of Carpenters and Joiners	Lethbridge, Alta.	
Amalgamated Society of Carpenters and Joiners	Nelson, B.C.	
Wood, Wire and Metal Lathers' International Union, No. 450	Victoria, B.C.	Dec. 7
Operative Plasterers' International Association No. 442	Saskatoon, Sask.	
United Association of Journeymen Plumbers, Gas and Steam Fitters' Helpers, No.	St. John, N.B.	Sept. 28
United Association of Journeymen Plumbers, Gas and Steam Fitters' Helpers, No. 347	Quebec, Que.	Feb. 28
United Association of Journeymen Plumbers, Gas and Steam Fitters' Helpers, No. 257	Fort William, Ont.	
United Association of Journeymen Plumbers, Gas and Steam Fitters' Helpers, No. 361	Peterborough, Ont.	July 1

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Name and Class of Organization.	Locality.	Date of Organization
International Association of Steam, Hot Water and Power Pipe Fitters and Helpers, No. 107	St. Thomas, Ont	
Journeymen Plumbers, Gas and Steam Fitters (Pipe Fitters), No. 368	Calgary, Alta	April
The metal, engineering and shipbuilding trades—		
London Metal Trades' Council	London, Ont	May 23
International Moulders' Union, No. 331	Moncton, N.B	Sept. 6
International Moulders' Union (Brass Moulders), No. 207	Toronto, Ont	Jan.
International Moulders' Union, No. 413	Owen Sound, Ont	April
International Moulders' Union, No. 360	Calgary, Alta	Sept. 20
International Association of Machinists, No. 144	Montreal, Que	Mar.
International Association of Machinists, No. 574	Brandon, Man	Aug.
International Association of Machinists, No. 484	Rivers, Man	July
International Association of Machinists, No. 457	Winnipeg, Man	"
Machinists' Helpers and Labourers (F. L. U.), No. 12,892	Carleton Place, Ont	
Machinists' Helpers and Labourers' (F.L.U.), No. 12,893	North Bay, Ont	
Machinists' Helpers and Labourers (F. L. U.), No. 12,906	St. Thomas, Ont	Feb. 28
Machinists' Helpers and Labourers (F. L. U.), No. 12,887	West Toronto, Ont	
Machinists' Helpers and Labourers (F. L. U.), No. 12,891	Moose Jaw, Sask	
Machinists' Helpers, American Federation of Labour, No. 12,610	Calgary, Alta	Dec. 10
Metal Polishers, Buffers and Platers' International Union, No. 56	Guelph, Ont	Sept. 4
International Stove Mounters and Steel Range Workers' Union, No. 33	London, Ont	May 13
International Brotherhood of Blacksmiths and Helpers, No. 88	Sydney, N.S	Sept.
International Brotherhood of Blacksmiths and Helpers, No. 327	Quebec, Que	Feb. 27
International Union of Journeymen Horseshoers of United States and Canada, No. 266	Calgary, Alta	Oct. 10
International Brotherhood of Boiler Makers and Iron Ship Builders, No. 532	Halifax, N.S	Jan. 20
International Brotherhood of Boiler Makers and Iron Ship Builders, No. 540	Montreal, Que	
International Brotherhood of Boiler Makers and Iron Ship Builders, No. 203	London, Ont	May 17
International Brotherhood of Boiler Makers and Iron Ship Builders, No. 548	Toronto, Ont	
International Brotherhood of Boiler Makers and Iron Ship Builders, No. 191	Victoria, B.C	
Amalgamated Sheet Metal Workers' International Alliance, No. 285	Port Arthur, Ont	
Amalgamated Sheet Metal Workers' International Alliance, No. 371	Edmonton, Alta	Feb. 25
International Union of Steam Engineers	Saskatoon, Sask	Dec. 10
International Union of Steam Engineers	Montreal, Que	
International Union of Steam Engineers	Berlin, Ont	
International Society of Steam Engineers	Victoria, B.C	Dec. 21
International Brotherhood of Stationary Firemen, Stokers and Helpers	Winnipeg, Man	Aug.
The printing and allied trades—		
International Typographical Union, No. 672	Sherbrooke, Que	Sept.
International Brotherhood of Bookbinders, No. 152	Quebec, Que	Feb. 20
International Brotherhood of Bookbinders, No. 152	Edmonton, Alta	
The clothing trades—		
Journeymen Tailors' Union of America, No. 39	Glace Bay, N.S	
Journeymen Tailors' Union of America, No. 37	St. Hyacinthe, Que	
Journeymen Tailors' Union of America, No. 58	Haileybury, Ont	
Journeymen Tailors' Union of America, No. 275	Regina, Sask	Sept. 1
Food and tobacco preparation—		
Bakery and Confectionery Workers' International Union No. 170	Calgary, Alta	June 18
Bakery and Confectionery Workers' International Union , No. 99	Victoria, B.C	

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TABLE OF LABOUR ORGANIZATIONS FORMED IN CANADA DURING 1910.

Name and Class of Organization.	Locality.	Date of Organization
Bakery and Confectionery Workers' International Union, No. 46	Vancouver, B.C.	Feb.
Cigar Makers' International Union, No. 459	Saskatoon, Sask.	Aug. 26
Cigar Factory Tobacco Strippers' Union (A. F. of L.) No. 12,947	Toronto, Ont.	April 5
United Brewery Workmen of America, No. 365	Ottawa, Ont.	Aug. 1
United Brewery Workmen of America (Branch 1) No. 304	Peterborough, Ont.	
United Brewery Workmen of America, No. 305	St. Catharines, Ont.	Jan.
United Brewery Workmen of America, No. 300	Guelph, Ont.	June 26
United Brewery Workmen of America (Branch 2), No. 381	London, Ont.	June 9
United Brewery Workmen of America, No. 308	Cranbrook, B.C.	
Hotel, restaurant and theatre employés—		
International Alliance of Theatrical Stage Employés	Calgary, Alta.	
International Alliance of Theatrical Stage Employés	Edmonton, Alta.	
Moving Picture Operators, (I. A. T. S. E.), No. 1,310	Vancouver, B.C.	May 20
American Federation of Musicians, No. 553	Saskatoon, Sask.	
Bartenders' International League, No. 104	Guelph, Ont.	
Bartenders' International League, No. 55	Edmonton, Alta.	
Bartenders' International League, No. 515	Vancouver, B.C.	
Hotel and Restaurant Employés International Alliance, No. 766	Vancouver, B.C.	
The railway service—		
Order of Railway Conductors, No. 573	Schreiber, Ont.	
Order of Railway Conductors, No. 30	Rainy River, Ont.	
Brotherhood of Locomotive Engineers, No. 797	Sorel, Que.	
Brotherhood of Locomotive Engineers, No. 793	Sutherland, Sask.	
Brotherhood of Locomotive Engineers, No. 796	Wainwright, Alta.	May 3
Brotherhood of Locomotive Firemen and Enginemen, No. 791	North Bay, Ont.	
Brotherhood of Locomotive Firemen and Enginemen, No. 788	Brandon, Man.	
Brotherhood of Locomotive Firemen and Enginemen, No. 789	Souris, Man.	Dec. 5
Brotherhood of Locomotive Firemen and Enginemen, No. 778	Sutherland, Sask.	Dec. 3
International Brotherhood of Maintenance-of-Way Employés, No. 302	Leamington, Ont.	
International Brotherhood of Maintenance-of-Way Employés No. 415	Cookshire, Que.	
International Brotherhood of Maintenance-of-Way Employés, No. 277	West Fort William, Ont.	
International Brotherhood of Maintenance-of-Way Employés No. 206	Drummondville, Que.	
International Brotherhood of Maintenance-of-Way Employés No. 213	Chatham Junction, N.B.	
International Brotherhood of Maintenance-of-Way Employés No. 48	Eastman, Que.	
International Brotherhood of Maintenance-of-Way Employés No. 227	Burnside, Man.	
International Brotherhood of Maintenance-of-Way Employés No. 93	Cyrville, Ont.	
International Brotherhood of Maintenance-of-Way Employés No. 169	Melville, Sask.	
International Brotherhood of Maintenance-of-Way Employés No. 114	Saskatoon, Sask.	
International Brotherhood of Maintenance-of-Way Employés, No. 95	Ryley, Alta.	
Brotherhood of Railway Carmen, No	Amherst, N.S.	Dec. 8
Brotherhood of Railway Carmen, No. 324	Stellarton, N.S.	
Brotherhood of Railway Carmen, No. 221	St. John, N.B.	Feb.
Brotherhood of Railway Carmen, No. 305	Dauphin, Man.	
Brotherhood of Railway Carmen, No. 253	Saskatoon, Sask.	April
Brotherhood of Railway Carmen, No. 449	Wainwright, Alta.	
Brotherhood of Railway Carmen, No. 197	North Bend, B.C.	July 20
Brotherhood of Railway Carmen, No. 289	Lethbridge, Alta.	
Brotherhood of Railway Carmen, No. 443	Calder, Alta.	
Canadian Brotherhood of Railroad Employés, No. 25	Kentville, N.S.	Jan. 5
Canadian Brotherhood of Railroad Employés, No. 27	Pictou, N.S.	Aug.
Canadian Brotherhood of Railroad Employés, No. 15	Chipman, N.B.	

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE SERIES F. 1, No. 16.

TABLE OF LABOUR ORGANIZATIONS FORMED IN CANADA DURING 1910.

Name and Class of Organization.	Locality.	Date of Organization
Canadian Brotherhood of Railroad Employés, No. 22	Woodstock, N.B	
Canadian Brotherhood of Railroad Employés, No. 24	Ottawa, Ont	
General transport—		
International Brotherhood of Teamsters, No. 661	Lethbridge, Alta	
International Brotherhood of Teamsters, No. 361	Prince Rupert, B.C	
International Brotherhood of Teamsters, No. 159	New Westminster, B.C	June
International Brotherhood of Teamsters, No. 152	Vancouver, B.C	April 20
International Brotherhood of Teamsters, No. 220	Victoria, B.C	Aug. 19
Bread Wagon Drivers' Union (A. F. of L.)	Toronto, Ont	Aug. 30
Navigation—		
Ship Liners' Union, No. 413	Montreal, Que	
International Longshoremen's Association, No. 253	Sarnia and Point Edward, Ont	
International Longshoremen's Association, No. 324	Fort William, Ont	
International Longshoremen's Association, No. 341	Port Stanley, Ont	
International Longshoremen's Association, No. 307	Prince Rupert, B.C	
National Association of Marine Engineers of Canada	Charlottetown, P.E.I	
National Association of Marine Engineers of Canada	Sault Ste. Marie, Ont	
Public employés—		
National Union of Employés of Marine Department	Quebec, Que	Oct. 25
Miscellaneous—		
Retail Clerks' International Protective Association, No. 191	Lethbridge, Alta	Dec. 8
Journeymen Barbers' International Union, No. 423	St. Hyacinthe, Que	
Journeymen Barbers' International Union, No. 549	Fort William, Ont	July 26
Journeymen Barbers' International Union, No. 636	Saskatoon, Sask	Aug. 31
Journeymen Barbers' International Union, No. 632	Cranbrook, B.C	
Asbestos Workers' International Association of Heat, Frost, General Insulators Amalgamated of America, No. 20	Toronto, Ont	
Amalgamated Glassworkers' International Association, No. 59	Winnipeg, Man	
Glass Bottle Blowers' Association	Beausejour Man., Winnipeg, Man	
International Brotherhood of Paper Makers, No	Ottawa, Ont	
Ottawa Gas Workers' Union, No. 9	Ottawa, Ont	Jan. 4
Commercial Telegraphers' Union of America (Canadian Broker Division) No. 21		
Commercial Telegraphers' Union of America (Great North-Western System Division), No. 43		
General labour—		
Federal Labour Union (A. F. of L.), No. 13,019	Guelph, Ont	June 16

TABLE OF LABOUR ORGANIZATIONS DISSOLVED IN CANADA DURING 1910.

Name and Class of Organization.	Locality.	Date of Organization	Particulars Relating to Dissolution.
Trades and labour councils—			
Trades and Labour Council	Nelson, B.C.	.....	Has ceased to meet for over a year.
Mining—			
Imperial Lodge, P.W.A., No	Inverness, N.S.	1907	Merged with U. M. W. of A. in 1910.
Sampson Lodge, P.W.A., No. 41	Louisburg, N.S.	Sept. 1879	Reported quiescent.
Sea Side Lodge, P.W.A., No. 43	Port Hood, N.S.	Sept. 6, 1901	Dissolved, cause and date not ascertainable.
Power Lodge, P.W.A., No.	New Aberdeen, N.S.	1903	Reported quiescent.
Black Diamond Lodge, P.W.A.	Parrsboro, N.S.	.....	Reported quiescent.
Strathcona Lodge, P.W.A., No. 33	Westville, N.S.	Apr. 14, 1900	Dissolved in 1910.
United Mine Workers of America, No. 1,807	Chignecto Mines, N.S.	Dec. 19, 1908	Reported dissolved.
United Mine Workers of America, No. 2,366	River Hebert, N.S.	.....	Reported dissolved.
United Mine Workers of America, No. 2,672	Roche Percée, Sask.	Dec. 19, 1907	Reported dissolved.
United Mine Workers of America, No. 2,648	Taylorton, Sask.	1908	Reported dissolved.
United Mine Workers of America, No. 69	Coal City, Taber, Alta.	Nov. 16, 1909	Reported dissolved.
United Mine Workers of America	Cardiff, Alta.	1908	Reported dissolved.
United Mine Workers of America, No. 2,155	Strathcona, Alta.	1909	Reported dissolved.
United Mine Workers of America, No. 2,388	Edmonton, Alta.	Oct. 22, 1909	Reported dissolved.
United Mine Workers of America, No. 1,329	Edmonton, Alta.	May 30, 1909	Reported dissolved.
United Mine Workers of America, No. 2,540	Edmonton, Alta.	.....	Reported dissolved.
United Mine Workers of America, No. 393	Bellevue, Alta.	1910	Reported dissolved.
United Mine Workers of America, No. 872	Middlesboro, B.C.	.....	Reported dissolved.
United Mine Workers of America, No. 2,627	Merritt, B.C.	.....	Reported dissolved.
Camborne Miners' Union (W.F. of M.), No. 194	Camborne, B.C.	1903	Reported dissolved.
Slocan Miners' Union (W.F.of M.), No. 62	Slocan, B.C.	Nov. 15, 1899	Reported dissolved.
Quarry Workers' International Union of North America	Graniteville, Que.	.....	Reported dissolved.
Quarry Workers' International Union of North America	Brownsburg, Que.	.....	Reported dissolved.
Quarry Workers' International Union of North America	Cochrane, Alta.	.....	Reported dissolved.
International Quarry Workers' Union (A. F. of L.)	Calgary, Alta.	Oct. 1906	Reported dissolved.
Quarrymen's Union (A. F. of L.), No. 10,918	St. Marys, Ont.	Mar. 1903	Reported dissolved.
The building trades—			
Amalgamated Society of Carpenters and Joiners, No. 2	Montreal, Que.	Mar. 30, 1908	Reported dissolved.
Amalgamated Society of Carpenters and Joiners	Haileybury, Ont.	Feb. 7, 1908	Reported dissolved.
Amalgamated Society of Carpenters and Joiners	St. Thomas, Ont.	Oct. 28, 1907	Reported dissolved.
United Brotherhood of Carpenters and Joiners, No. 1,452	Ingersoll, Ont.	Aug. 14, 1906	Reported dissolved.
United Brotherhood of Carpenters and Joiners, No. 1,749	Barrie, Ont.	Mar. 30, 1905	Reported dissolved.
United Brotherhood of Carpenters and Joiners	Kenora, Ont.	May 1907	Reported dissolved.
United Brotherhood of Carpenters and Joiners, No. 1,688	St. Boniface, Man.	Mar. 7, 1906	Reported dissolved.
United Brotherhood of Carpenters and Joiners,	Melville, Sask.	1909	Reported dissolved.

United Brotherhood of Carpenters and Joiners, No. 1,614	Coleman, Alta.	Oct. 11, 1909	Reported dissolved.
United Brotherhood of Carpenters and Joiners, No. 1,018	Macleod, Alta.	1908	Reported dissolved.
United Brotherhood of Carpenters and Joiners, No. 1,942	Revelstoke, B.C.	May 27, 1909	Reported dissolved.
United Brotherhood of Carpenters and Joiners, No. 1,222	Fort Frances, Ont.	Mar. 9, 1907	Reported dissolved.
Wood, Wire and Metal Lathers' International Union	Saskatoon, Sask.	Aug. 1909	Reported dissolved.
Wood, Wire and Metal Lathers' International Union, No. 304	Fernie, B.C.	1908	Reported dissolved.
Brotherhood of Painters, Decorators and Paper Hangers of America, No. 97	London, Ont.	July 23, 1895	Dissolved July, 1910.
Brotherhood of Painters, Decorators and Paper Hangers of America, No. 228	Nelson, B.C.	1909	Dissolved early in 1910.
Brotherhood of Painters, Decorators and Paper Hangers of America, No. 331	Fernie, B.C.	Jan. 1909	Omitted from official list in February, 1910
Brotherhood of Painters, Decorators and Paper Hangers of America, No. 846	Dawson City, Yukon	1909	Reported dissolved.
Bricklayers and Masons' International Union, No. 33	Haileybury, Ont.	Oct. 5, 1907	Omitted from official list in October, 1910.
International Association of Granite Cutters	Hamilton, Ont.	Aug. 1906	Reported dissolved.
Paving Cutters' Union of United States and Canada, No. 69	Graniteville, Que.	.....	Reported dissolved.
Paving Cutters' Union of United States and Canada, No. 82	Ste. Canute, Que.	May 29, 1908	Reported dissolved.
United Plumbers, Gas and Steam Fitters and Helpers' Association, No. 362	Niagara Falls, Ont.	Nov. 6, 1902	Reported dissolved.
United Plumbers, Gas and Steam Fitters and Helpers' Association, No. 340	Galt, Ont.	Sept. 21, 1906	Reported dissolved.
United Plumbers, Gas and Steam Fitters and Helpers' Association, No. 407	Windsor, Ont.	June 26, 1903	Reported dissolved.
United Plumbers, Gas and Steam Fitters and Helpers' Association, No. 62	Winnipeg, Man.	Mar. 1898	Dissolved February 24, 1910, owing to injunction re picketing
United Plumbers, Gas and Steam Fitters and Helpers' Association, No. 408	Brandon, Man.	Aug. 13, 1906	Omitted from official list in May, 1910.
International Hod Carriers' and Building Labourers' Union, No. 76	St. John, N.B.	1907	Reported disoslved.
International Hod Carriers' and Building Labourers' Union	Quebec, Que.	Aug. 19, 1906	Reported dissolved.
The metal, engineering and shipbuilding trades—			
International Association of Bridge and Structural Iron Workers, No. 71	Sault Ste. Marie, Ont.	1910	Reported dissolved.
Elevator Constructors' International Union, No. 13	Toronto, Ont.	1903	Dissolved owing to not communicating with headquarters.
International Association of Machinists, No. 78	Halifax, N.S.	Aug. 27, 1901	Omitted from official list in May, 1910.
International Association of Machinists, No. 328	Belleville, Ont.	June 1907	Omitted from official list in October, 1910.
International Association of Machinists, No. 689	Toronto, Ont.	1904	Omitted from official list in November, 1910.
International Association of Machinists, No. 564	Brantford, Ont.	Feb. 25, 1903	Omitted from official list in May, 1910.
International Association of Machinists, No. 69	Dundas, Ont.	Apr. 15, 1900	Omitted from official list in September, 1910.
International Union of Steam Engineers, No. 408	Port Hope, Ont.	Dec. 15, 1909	Reported dissolved.
International Union of Steam Engineers, No. 63	Berlin, Ont.	Sept. 16, 1909	Dissolved, owing to lack of interest.
International Brotherhood of Blacksmiths, No. 172	Toronto Junction, Ont.	Aug. 1907	Omitted from official list in June, 1910
International Brotherhood of Blacksmiths, No. 243	Edmonton, Alta.	Sept. 1906	Omitted from official list in June, 1910.
International Brotherhood of Blacksmiths, No. 281	Calgary, Alta.	Feb. 1907	Reported dissolved.
Halifax Boilermakers, Iron and Steel Ship Builders and Steel Workers' Union and Benefit Society	Halifax, N.S.	June 26, 1901	Reported dissolved.
International Brotherhood of Boiler Makers and Iron Ship Builders, No. 380	Point Levis, Que.	July 10, 1903	Reported dissolved.
International Brotherhood of Boiler Makers and Iron Ship Builders, No. 394	Ottawa, Ont.	Feb. 1907	Reported dissolved.
International Brotherhood of Boiler Makers and Iron Ship Builders, No. 244	West Toronto, Ont.	1908	Reported dissolved.

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TABLE OF LABOUR ORGANIZATIONS DISSOLVED IN CANADA DURING 1910.

Name and Class of Organization.	Locality.	Date of Organization	Particulars Relating to Dissolution.
Amalgamated Sheet Metal Workers' International Alliance, No. 381	Regina, Sask.	Aug. 23, 1907	Omitted from official list in April, 1910.
International Association of Sheet Metal Workers, No. 206	London, Ont.	Apr. 1902	Omitted from official list in August, 1910.
International Jewellery Workers' Union, No. 22	Montreal, Que.	June 22, 1907	Reported dissolved.
International Jewellery Workers' Union, No. 25	Toronto, Ont.	.....	Reported dissolved.
Woodworking trades—			
Carriage and Wagon Workers' International Union, No. 139	Montreal, Que.	Feb. 1904	Reported dissolved.
Carriage and Wagon Workers' International Union, No. 78	Guelph, Ont.	June 24, 1901	Reported dissolved.
Printing and allied trades—			
Canadian Typographical Union, No. 2	Montreal, Que.	1909	Dissolved in July, 1910.
The clothing trades—			
Journeymen Tailors' Union of America,	Sydney, N.S.	Oct. 9, 1908	Reported dissolved.
Journeymen Tailors' Union of America, No. 217	Niagara Falls, Ont.	July 1906	Reported dissolved.
Journeymen Tailors' Union of America, No. 365	Galt, Ont.	Dec. 1, 1902	Reported dissolved.
Journeymen Tailors' Union of America, No. 417	Wallaceburg, Ont.	Jan. 30, 1907	Reported dissolved.
Journeymen Tailors' Union of America,	Port Arthur, Ont.	Nov. 30, 1904	Reported dissolved.
Journeymen Tailors' Union of America, No. 233	Edmonton, Alta.	Sept. 1906	Reported dissolved.
Journeymen Tailors' Union of America, No. 293	Nelson, B.C.	Feb. 7, 1900	Reported dissolved.
Journeymen Tailors' Union of America, No. 345	Phoenix, B.C.	1902	Reported dissolved.
United Garment Workers of America, No. 11	Port Hope, Ont.	Jan. 1, 1908	Dissolved Jan., 1910. Label withdrawn from firm employing union.
Cutters and Trimmers' Union (U. G. W. of A.), No. 80	Montreal, Que.	June, 1909	Suspended for non-payment of dues.
United Cloth, Hat and Cap Makers of North America, No. 41	Toronto, Ont.	Nov. 10, 1901	Reported dissolved.
The textile trades—			
Federation of Textile Workers of Canada, No. 21	Hochelaga, Montreal, Que.	July 1907	Reported dissolved.
Federation of Textile Workers of Canada, No. 10	Valleyfield, Que.	1906	Reported dissolved.
Food and tobacco preparation—			
Bakery and Confectionery Workers' International Union, No. 42	Montreal, Que.	.....	Reported dissolved.
Bakery and Confectionery Workers' International Union, No. 204	Toronto, Ont.	Jan. 18, 1886	Reported dissolved.
Bakery and Confectionery Workers' International Union, No. 17	Fort William, Ont.	1910	Reported dissolved.
Bakery and Confectionery Workers' International Union, No. 34	Winnipeg, Man.	1908	Reported dissolved.
Amalgamated Meat Cutters and Butchers' Workmen, No. 466	Ottawa, Ont.	1908	Reported dissolved.
International Union of United Brewery Workmen, No. 373	Port Hope, Ont.	Jan. 1, 1908	Reported dissolved.
International Union of United Brewery Workmen, No. 28	Trail, B.C.	1909	Reported dissolved.
The leather trades—			
United Brotherhood of Leather Workers on Horse Goods, No. 158	Hamilton, Ont.	July 18, 1910	Charter surrendered in December, 1910.
United Brotherhood of Leather Workers on Horse Goods, No. 149	London, Ont.	Dec. 7, 1904	Charter surrendered during 1910.
United Brotherhood of Leather Workers on Horse Goods, No. 118	Victoria, B.C.	Feb. 2, 1903	Charter surrendered during 1910.
Travelers' Goods and Leather Novelty Workers' International Union, No. 11	Toronto, Ont.	Feb. 5, 1902	Reported dissolved.

The railway service—			
Canadian Brotherhood of Railway Employés, No. 15	Halifax, N.S.	Dec. 1908	Reported dissolved.
Canadian Brotherhood of Railway Employés, No. 22	Bridgewater, N.S.	May 3, 1909	Reported dissolved.
Canadian Brtoherhood of Railway Employés, No. 4	Newcastle, N.B.	Nov. 1908	Reported dissolved.
Caandian Brotherhood of Railway Employés, No. 7	Moncton, N.B.	Nov. 1908	Reported dissolved.
Canadian Brotherhood of Railway Employés, No. 26	Toronto, Ont.	Feb. 21, 1910	Reported dissolved.
Brotherhood of Railway Carmen of America, No. 167	Halifax, N.S.	July 5, 1897	Dissolved, September 20, 1910.
Brotherhood of Railway Carmen of America, No. 305	Brockville, Ont.	.....	Omitted from official list in August, 1910.
Interior Freight Handlers' and Railway Clerks' Internation Union, No. 115	Truro, N.S.	1908	Reported dissolved.
International Brotherhood of Maintenance-of-Way Employés, No. 182	Montmorency Village, Que.	1907	Reported dissolved.
International Brotherhood of Maintenance-of-Way Employés, No. 589	Notre Dame du Lac, Que.	1908	Reported dissolved.
International Brotherhood of Maintenance-of-Way Employés, No. 568	St. Evariste, Que.	1908	Reported dissolved.
International Brotherhood of Maintenance-of-Way Employés, No. 569	Tring Junction, Que.	1908	Reported dissolved.
International Brotherhood of Maintenance-of-Way Employés, No. 570	Weedon, Que.	1908	Reported dissolved.
International Brotherhood of Maintenance-of-Way Employés, No. 263	Sharbot Lake, Ont.	Jan. 1907	Reported dissolved.
International Brotherhood of Maintenance-of-Way Employés, No. 294	Niagara Falls, Ont.	Feb. 27, 1907	Reported dissolved.
International Brotherhood of Maintenance-of-Way Employés, No. 299	Dutton, Ont.	1907	Reported dissolved.
International Brotherhood of Maintenance-of-Way Employés, No. 230	Grand Valley, Ont.	Jan. 1901	Reported dissolved.
International Brotherhood of Maintenance-of-Way Employés, No. 314	Ridgetown, Ont.	1907	Reported dissolved.
International Brotherhood of Maintenance-of-Way Employés, No. 289	Tilsonburg, Ont.	1907	Reported dissolved.
International Brotherhood of Maintenance-of-Way Employés, No. 320	Tilbury, Ont.	1907	Reported dissolved.
International Brotherhood of Maintenance-of-Way Employés, No. 331	Welbourne, Ont.	1907	Reported dissolved.
International Brotherhood of Maintenance-of-Way Employés, No. 297	Waterford, Ont.	1907	Reported dissolved.
International Brotherhood of Maintenance-of-Way Employés, No. 328	Bridgeburg, Ont.	1907	Dissolved, July 5, 1910.
International Brotherhood of Maintenance-of-Way Employés, No. 16	Windsor, Ont.	1909	Dissolved, July 5, 1910
International Brotherhood of Maintenance-of-Way Employés, No. 430	Roland, Man.	1908	Dissolved, July 5, 1910.
International Brotherhood of Maintenance-of-Way Employés, No. 579	Minto, Man.	1908	Dissolved, July 5, 1910.
International Brotherhood of Maintenance-of-Way Employés, No. 235	Canmore, Alta.	Oct. 1898	Charter cancelled in 1910, members affiliating with other lodges.
Street railway employés—			
Amalgamated Association of Street and Electric Railway Employés No. 486	St. Thomas, Ont.	Oct. 1907	Reported dissolved.

DEPARTMENT OF LABOUR, CANADA,
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TABLE OF LABOUR ORGANIZATIONS DISSOLVED IN CANADA DURING 1910.

Name and Class of Occupation.	Locality.	Date of Occupation.	Particulars relating to dissolution.
Navigation—			
International Longshoremen's Association, No. 594	Amherstburg, Ont	Jan. 12, 1904	Reported dissolved.
International Longshoremen's Association, No. 772	Thessalon, Ont		Reported dissolved.
International (L. M. & T. A.) General Freight Handlers, No. 503	Sault Ste. Marie, Ont	1906	Reported dissolved.
General transport—			
International Brotherhood of Teamsters, No. 594	Montreal, Que	Mar. 8, 1903	Reported dissolved.
International Brotherhood of Teamsters, No. 337	Kingston, Ont	Mar. 1903	Reported dissolved.
International Brotherhood of Teamsters, No. 351	Guelph, Ont	Mar. 1902	Reported dissolved.
International Brotherhood of Teamsters,	Woodstock, Ont		Reported dissolved.
International Brotherhood of Teamsters, No. 84	Sarnia, Ont	July 27, 1901	Reported dissolved.
International Brotherhood of Teamsters,	Port Arthur, Ont	Mar. 1904	Reported dissolved.
International Brotherhood of Teamsters (Joint Committee)	Winnipeg, Man		Reported dissolved.
International Brotherhood of Teamsters	Calgary, Alta	Jan. 6, 1909	Reported dissolved.
International Brotherhood of Teamsters, No. 56	Brandon, Man	May 18, 1908	Reported dissolved.
Hotel, restaurant and theatre employés—			
Hotel and Restaurant Employés International Association and Bartenders' International Alliance, No. 439	Lethbridge, Alta	Dec. 17, 1908	Reported dissolved.
Hotel and Restaurant Employés National Association, No. 1	Montreal, Que	June 28, 1903	Reported dissolved.
Hotel and Restaurant Employés National Association, No. 4	Montreal, Que	Apr. 15, 1904	Reported dissolved.
Hotel and Restaurant Employés' National Association, No. 7	Montreal, Que	Mar. 10, 1907	Reported dissolved.
National Bartenders' Alliance	Montreal, Que	Mar. 5, 1905	Reported dissolved.
Bartenders' International League, No. 321	Ottawa, Ont	Apr. 1902	Reported dissolved.
Bartenders' International League, No. 308	Brockville, Ont	Feb. 1902	Reported dissolved.
Bartenders' International League, No. 307	Galt, Ont	Jan. 1908	Reported dissolved.
Bartenders' International League, No. 344	Woodstock, Ont	Apr. 14, 1902	Reported dissolved.
Bartenders' International League, No. 727	Moose Jaw, Sask	Aug. 1908	Reported dissolved.
International Alliance of Theatrical Stage Employés	St. Catharines, Ont	1910	Reported dissolved.
Musicians' Canadian National Union, No. 73	Moose Jaw, Sask	1908	Dissolved, 1910, insufficient number of members to hold charter.
Musicians' Canadian National Union, No. 66	Victoria, B.C	Nov. 9, 1907	Reported dissolved.
American Federation of Musicians, No. 197	Stratford, Ont	Dec. 20, 1907	Reported dissolved.
Cooks' National Association, No. 3	Montreal, Que	Feb. 4, 1904	Reported dissolved.
Cooks' National Association, No. 5	Montreal, Que	May 1907	Reported dissolved.
Miscellaneous—			
Retail Clerks' Association	Victoria, B.C	1909	Reported dissolved.
International Association of Journeymen Barbers, No. 613	Moncton, N.B	Oct. 4, 1909	Reported dissolved.
International Association of Journeymen Barbers, No. 554	Ottawa, Ont	June 3, 1904	Reported dissolved.
International Association of Journeymen Barbers, No. 624	Woodstock, Ont	May 1903	Reported dissolved.
International Association of Journeymen Barbers, No. 561	Sault Ste. Marie, Ont	1910	Reported dissolved.
General labour—			
Federal Labour Union, (A.F. of L.), No. 12,058	Lethbridge, Alta	Mar. 16, 1906	Merged into Builders' Labourers' Union.

THE COMBINES INVESTIGATION ACT—ORDER FOR INVESTIGATION OF ALLEGED COMBINE IN SHOEMAKING MACHINERY

THE Minister of Labour received on February 27, from the Honourable Mr. Justice L. J. Cannon, of the Superior Court, Quebec, an order directing the establishment of a Board of Investigation under the Combines Investigation Act, to inquire into the existence of an alleged combine on the part of the United Shoe Machinery Company of Canada in respect of the manufacture and sale of boot and shoe machinery. This order was the first to issue under the provisions of the Combines Investigation Act [1] a statute enacted at the last session of the Dominion Parliament. On receipt of the Judge's order, steps were immediately taken by the Minister, looking to the establishment of a Board in this matter, the parties respectively concerned being each requested to recommend a person for appointment to the Board under the provisions of the statute.

In his order, above mentioned, Mr. Justice Cannon declared that, after having read the application which was presented to him in this matter, under date of November 10, and the statutory declaration accompanying the same, he was satisfied "that there is reasonable ground for believing that a combine exists with regard to the manufacture and sale of machinery for manufacturing boots and shoes, which has operated to the detriment of consumers and producers, and that it is in the public interest that an investigation should be held."

The application to Mr. Justice Cannon was signed by Napoléon Drouin, Louis Létourneau, Eugène Lamontagne, Michel Brunet, Joseph-Etienne Samson, Joseph Picard, Ernest Caron, J. Alphonse Langlois, Robert Stewart, and Charles W. Walcot, all of the city of Quebec, and may perhaps be regarded as, to some extent, a sequel to proceedings in the case of the United Shoe Machinery Company of Canada vs. Brunet, et al., which was tried before Mr. Justice Cimon, of the Superior Court, Quebec, in March, 1906, and which was carried in appeal to the Court of King's Bench and thence to the Judicial Committee of the Privy Council.

The case of the United Shoe Machinery Company of Canada vs. Brunet, et al., here referred to, was an action for injunction and damages based on alleged breach of contract by the defendants for the leasing and use of certain machinery employed in the manufacture of boots and shoes. To the action for injunction and damages the defendants pleaded that they had been induced to take the said leases by false representations, and that the covenants therein, by reason of their unjust and oppresssive nature and of the practical monopoly which the United Shoe Machinery Company of Canada had acquired in Canada in the manufacture and supply of shoemaking machinery, were in restraint of trade and therefore void. The action was dismissed by the Superior Court, the judgment of the latter being affirmed in the year following on appeal by the Court of King's Bench. The judgment of the trial court was, however, reversed by the Judicial Committee of the Privy Council.

In delivering the judgment of the Privy Council in this case, Lord Atkinson said in part:

> "If the monopoly established by the appellants and their mode of carrying on their business be as oppressive as is alleged (upon which their Lordships express no opinion), then the evil, if it exists, may be capable of cure by legislation or by competition, but in their view not by litigation. It is not for them to suggest what form the legislation should take, or by what methods the necessary competition should be established. These matters may, they think, be safely left to the ingenuity and enterprise of the Canadian people. On the

[1] See *Labour Gazette* for May, 1910, Pages 1260–1271 for a statement of the object of this legislation and procedure thereunder.

whole, therefore, their Lordships are of opinion that the respondents' defences cannot be sustained, and that the appellants are entitled to have the injunction they obtained made perpetual."

In the application of Messrs. Drouin and others for an order directing the establishment of a Board of Investigation, to inquire into the operations of the United Shoe Machinery Company of Canada, the latter Company was referred to as a corporation organized under the laws of the State of New Jersey, and dealing in machinery of practically all kinds required and used in the manufacture of boots and shoes and also in supplies used in the making of boots and shoes. The applicants asserted that this Company refused to sell its machines, but leased them to manufacturers who might require the same for use in their business; that one or more of the machines controlled by the United Shoe Machinery Company have heretofore been used in all boot and shoe factories as part of their customary equipment; that all, or practically all, of the leases above referred to are under written contract for long periods, usually twenty years, each covering one machine, and that the same are therefore "practically interminable;" also that practically all the boot and shoe machinery now in use in Canada is held subject to the conditions above referred to.

The applicants further declared that "manufacturers of boots and shoes all throughout Canada are absolutely tied down to the Company, compelled to buy the Company's machines, parts and supplies, as provided in their contracts, at the Company's own prices, and are deprived of the benefit of all competition." The contracts, agreements, and acts of the United Shoe Machinery Company as aforesaid were declared by the applicants to constitute it a combine within the meaning of the Act.

It was also alleged by the applicants, that this Company is the Canadian representative of the United Shoe Machinery Company of Boston, a foreign corporation, and that the same is owned or controlled by the said last mentioned parent corporation or interests allied thereto and in the interest of the said parent corporation, itself a combination, merger and amalgamation of numerous companies controlling in the United States the manufacture of boot and shoe machinery by somewhat the same methods as had been employed by the United Shoe Machinery Company of Canada. It was declared that the combine affected prices by placing boot and shoe manufacturers at the mercy of the United Shoe Machinery Company as regards prices for machinery and supplies, thus increasing the cost of boots and shoes. The combine also restricted competition in boot and shoe machinery, thus injuring the manufacturer as well as the consumer. It was claimed by the applicants that the Company had made use of its exclusive rights and privileges as the holder of certain patents under the Patent Act to restrain and injure trade and commerce.

At the hearing of the above application before the Honourable Mr. Justice Cannon in Quebec, objection was taken by Mr. T. C. Casgrain, K.C., who appeared as counsel for the United Shoe Machinery Company of Canada, to the hearing of this application in Quebec. Mr. Casgrain submitted that the application should have been made in the District of Montreal where the Company had its principal office in Canada, and accordingly submitted a motion to this effect. Reply was made thereto by Mr. A. Falconer, K.C., on behalf of the applicants, that the Company had also an office in Quebec, and that the application could be made, therefore, before a Quebec judge. Mr. Casgrain's motion was dismissed by the Honourable Mr. Justice Cannon on December 10. An appeal from this judgement was taken by Mr. Casgrain to the Honourable Mr. Justice Carroll of the Court of Appeals. The matter was referred by the latter to the five judges of the Court of Appeals of Quebec, and judgment was given by the latter on February 8, dismissing the said appeal. Hearing was then continued before the Honourable Mr. Justice Cannon on February 10, who on February 25, issued an order as above stated, which was in the following terms:

In the matter of the application of Napoléon Drouin, Louis Létourneau, Eugène Lamontagne, Michel Brunet, Joseph-Etienne Samson, Joseph Picard, Ernest Caron, J. Alphonse Langlois, Robert Stewart, Charles W. Walcot, all of the City of Quebec, dated the tenth day of November, 1910, for an order directing an investigation under the "Combines Investigation Act" into an alleged combine with regard to the manufacture and sale of machinery for manufacturing boots and shoes.

I, the Honourable Lawrence John Cannon, a judge of the Superior Court for the Province of Quebec, after having read the application of Napoléon Drouin, Louis Létourneau, Eugène Lamontagne, Michel Brunet, Joseph-Etienne Samson, Joseph Picard, Ernest Caron, J. Alphonse Langlois, Robert Stewart and Charles W. Walcot, dated the tenth day of November, 1910, the statement and statutory declarations accompanying the same and the evidence produced by the said applicants, am satisfied that there is reasonable ground for believing that a combine exists with regard to the manufacture and sale of machinery for manufacturing boots and shoes, which has operated to the detriment of consumers and producers, and that it is in the public interest that an investigation should be held, and I do therefore direct that an investigation be held, under the provisions of the said Act, into the following matters, that is to say:—

The United Shoe Machinery Company of Canada, a corporation organized under the laws of the State of New Jersey, one of the United States of America, hereinafter referred to as the "Company," deals in machinery of practically all kinds required and used in manufacturing boots and shoes, and also in supplies used in the making of boots and shoes. The Company does not, and for years past has refused to sell its machines, but leases them to manufacturers who may require them for use in their business, and one or more of the machines controlled by the Company have heretofore been used in all boot and shoe factories as part of their customary equipment. All, or practically all, the leases are under written contracts for long periods, usually of twenty years, each covering one machine, and are therefore practically interminable, and these contracts contain certain conditions such as the following, which are extracted from some of said contracts:—

"The lessor and its agents and employés shall at all times be given access to the leased machinery for the purpose of inspecting it or watching its use and operation, or of altering, repairing, improving, or adding to it, or determining the nature or extent of its use, and the lessee shall afford all reasonable facilities therefor."

"The lessee shall at all times and at his own expense keep the leased machinery in good and efficient working order and condition, and shall not permit any one to injure or deface or remove any plate, or dates, numbers or other inscription now or hereafter impressed on or affixed to the leased machinery by the lessor. The lessee shall obtain from the lessor exclusively, and shall pay therefor at the regular prices from time to time established by the lessor, all the duplicate parts, extras, mechanisms and devices of every kind needed or used in operating, repairing or renewing the leased machinery, and the same shall form part of the leased machinery, and the lessee shall not otherwise make or allow to be made any addition, subtraction, or alteration to, from, or in the leased machinery, without the consent in writing of the lessor, nor interfere with the proper operation of the same."

"The lessee shall use the leased machinery to its full capacity on all boots, shoes and other footwear made in his factory in the manufacture of which it can be used, but the leased machinery shall not, nor shall any part thereof, be used in the manufacture of any boots, shoes or other footwear which are or shall be welted or the soles stitched on welt sewing or sole stitching machines not leased from the lessor, or in the manufacture of any turn boots, shoes or other footwear, the soles of which are or shall be attached to their uppers by turn sewing machines not leased to the lessee by the lessor, or in the manufacture of any boots, shoes or other footwear, which have been or shall be pegged, slugged, heel-seat nailed, or otherwise partly made by the aid of any pegging or metallic machinery not leased to

the lessee by the lessor or its assignor."

"If at any time the lessee shall fail or cease to use exclusively lasting machinery held by him under lease from the lessor for lasting all boots, shoes or other footwear made by or for him, which are lasted by the aid of machinery, or shall fail or cease to use exclusively tacking mechanisms and appliances held by him under lease from the lessor for doing all work in the manufacture of all boots, shoes and other footwear made by or for him which is done by the aid of tacking mechanisms and appliances, the lessor, although it may have waived or ignored prior instances of such failure or cessation, may at its option, terminate forthwith by notice in writing this lease and license and any other lease or license of lasting machines, lasting machinery, lasting mechanisms, or lasting devices then existing between the lessor and the lessee, whether as the result of assignment to the lessor or otherwise, and the possession of and full right to and control of all the leased machinery, and all lasting machines, lasting machinery, lasting mechanisms and lasting devices held by the lessee under any other lease or license from the lessor or its assignors shall thereupon revest in the lessor free from all claims and demands whatsoever."

"The lessee agrees as rent or royalty for the said machinery to purchase of the lessor at the prices established by the lessor all the fastening materials used by him or in connection with the said machinery."

"The lessee admits the validity of each and every of the Letters Patent of the Dominion of Canada owned by the lessor or under which it is licensed, any of the inventions of which are or hereafter may be embodied in the leased machinery, and agrees that he will not directly or indirectly infringe or contest the validity of, or the title of the lessor to, any of said patents. The termination or cesser of this lease and license from any cause whatever shall not in any way effect the provisions of this clause, or release or discharge the lessee from the admission and estoppel herein set forth."

The Company will not sell its machines, nor will it lease them except on conditions such as above recited, and such has been its practice for many years past, and therefore all, or practically all the boot and shoe machinery now in use in Canada is held subject to conditions as hereinbefore set forth.

A number of the machines are protected by Canadian Patents and can be obtained only from the Company. Boot and shoe manufacturers requiring any of these machines can obtain them only on condition of signing contracts such as above indicated, and by the terms of such contracts are forced to buy all or practically all of their other machinery, and a large part of their supplies, from the Company.

Among the more important machines covered by such contracts are lasting machines, eyeletting machines, channelling machines, turners, screw machines, slugger machines, tacking machines, nailing machines, pegging machines and compressing machines.

Inasmuch as the Company has heretofore for a long period kept control of the market for shoe machinery by every means in its power, especially by insisting on leases as aforesaid, practically all manufacturers of boots and shoes are in consequence bound to it by contracts containing conditions as aforesaid and unable, except at the cost of complete disorganization of their factories and at excessive expense, to purchase or acquire any machines they may require or deem useful in their business except from the Company. The result is that manufacturers of boots and shoes all throughout Canada are absolutely tied down to the Company, compelled to buy the Company's machines, parts and supplies, as provided in their contracts, at the Company's own prices, and are deprived of the benefit of all competition.

The contracts, agreements and acts of the Company as aforesaid constitute an arrangement which is a combine within the meaning of the Act.

Moreover, the said Company is the Canadian representative of the United Shoe Machinery Company, of Boston, a foreign corporation, and is owned or controlled by the said last mentioned or parent corporation or interests allied thereto and in the interest and advantage of the said parent corporation.

The said parent corporation is a com-

bination, merger or amalgamation of numerous Companies manufacturing and dealing in boot and shoe machinery, and controls in the United States the business of manufacturing and dealing in boot and shoe machinery in a somewhat similar way and extent to those above indicated as the method and extent of the control of the boot and shoe machinery business in Canada by the United Shoe Machinery Company of Canada.

The said United Shoe Machinery Company of Canada and its various contracts, agreements and arrangements above set out, and the control of the said boot and shoe machinery business in Canada, as aforesaid, constitutes a trust, monopoly, merger and a combine within the meaning of the Act.

The said combine affects prices as follows:—

It compels all manufacturers of boots and shoes having contracts with the Company or requiring any one of their machines to obtain all their machinery from it, also to buy from the Company certain supplies used in the manufacture of boots and shoes. It prevents them from buying machinery that would do the same or better work from other manufacturers or dealers, and in like manner restricts their purchase of supplies. It thus places them at the mercy of the Company as regards prices for machinery and supplies, increases the cost of their machinery and supplies and thus increases the cost of the manufactured article, boots and shoes. By thus increasing the cost of manufacture, the price to the consumer is thereby increased on all the principal lines of boots and shoes. The percentage of such increase the applicants are unable to state, but it must be large, for the extra cost of supplies purchased from the Company used in connection with the Metallic System alone is between forty and fifty per cent. over the cost of similar supplies in the open market.

The said combine also restricts competition in machinery used in the manufacture of boots and shoes, as it destroys the market for all other manufacturers of and dealers in such machinery, who are unable to make sales to boot and shoe manufacturers. It prevents the establishment of Canadian industry in the making of such machinery, and keeps the whole of such business in the hands of the Company, and it stifles all incentive to invention or improvement in machines, the more so as the Company insists on the letter of its contract and invokes the aid of the Courts to prevent the purchase by manufacturers of boots and shoes of any machines other than its own. On the other hand, the Company's unchallenged control of the shoe machinery industry in the past has been so complete that there has been no incentive on its part for effort to improve its machinery.

This combine also by increasing the cost of the manufacture of boots and shoes, and thus necessarily making the selling price of the manufactured article higher, restricts the manufacturers' sales, and thus to some extent injures the manufacturer, as well as the consumer.

It works to the detriment of makers of competing machines, as it prevents the sales of such machines.

The Company is the holder of Patents under the Patents Act, and has made use of the exclusive rights and privileges which as such holder it controls, so as to restrain and injure trade or commerce as aforesaid.

The names of the persons said to be concerned in the alleged combine are: The United Shoe Machinery Company of Canada, and its officers and agents, more especially, Sidney W. Winslow, its president, and George W. Brown, its general manager and treasurer, both resident in or near Boston, in the Commonwealth of Massachusetts, and Frank W. Knowlton, of Montreal, its manager and agent of the business in Canada; and also the various boot and shoe manufacturers in Canada with whom such contracts are made, among others, The John Ritchie Company Limited, The William Marsh Company Limited, Tourigny & Marois, The Louis Gauthier Company, all of the City of Quebec, and also J. B. Blouin & Company, of the Town of Levis.

And I am of opinion that the Minister of Labour should communicate with Frank W. Knowlton, of the City of Montreal, manager and agent of the business in Canada of the said United Shoe Machinery

Company of Canada, in order to obtain the recommendation for the appointment of a person as a member of the Board of Investigation on behalf of those concerned in the said alleged combine.

Dated at Quebec, this twenty-fifth day of February, 1911.

(*Signed*) L. J. CANNON,
Judge, Supreme Court.

THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF FEBRUARY, 1911.

ON January 16, an application was received in the Department for the establishment of a Board of Conciliation and Investigation on behalf of the employés of the North Atlantic Collieries Company, Limited, of Port Morien, N.S., the dispute affecting, it was alleged, 110 employés directly and 150 indirectly.

Reports Received.

During the month of February reports were received of three Boards of Conciliation and Investigation established under the Act, as follows:—

1. Report of Board to which had been referred certain differences between the Crow's Nest Pass Railway Company and its employés.

2. Report of Board to which had been referred certain differences between the Intercolonial and Prince Edward Island Railways and their telegraphers, train dispatchers, and station agents, members of the Order of Railway Telegraphers.

3. Report of Board to which had been referred certain differences between the Wettlaufer Silver Mining Company, Limited, of South Lorrain, Ont., and its underground miners, machine men, drillers and muckers.

Other Proceedings under the Act.

In the application of the employés of the North Atlantic Collieries Company, Limited, of Port Morien, N.S., for the establishment of a Board of Conciliation and Investigation it was stated that the differences in question related to changes in wages and conditions of employment which were objectionable to the employés concerned. The number of employés affected by this dispute was said to be 110 directly and 150 indirectly.

A Board was established by the Minister of Labour in this matter on February 16, and was constituted as follows:—

Mr. Duncan G. MacDonald, of Sydney Mines, N.S., appointed by the Minister on behalf of the Company, to take the place of Mr. C. Ochiltree McDonald, of Halifax, N.S., the Company's nominee, who was regarded as being disqualified under the provisions of Section 11, the Industrial Disputes Investigation Act from acting as its representative; Mr. Alexander McKinnon, of Glace Bay, N.S., appointed on the recommendation of the employés concerned; and Mr. Stuart McCawley, of Glace Bay, N.S., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board.

I. REPORT OF BOARD IN DISPUTE BETWEEN THE CROW'S NEST PASS COAL COMPANY LIMITED, AND ITS EMPLOYÉS.

THE Minister of Labour received, on February 18, the unanimous report of the Board of Conciliation and Investigation to which had been referred, for adjustment, certain matters in dispute between the Crow's Nest Pass Coal Company, Limited, of Fernie, B. C., and employés.

In the employés application for the establishment of this Board the differences in question were embodied in two complaints, namely: (1) the increased charge by the Company for the use of special trains to convey those of their employés who were members of the United Mine Workers of America from Coal Creek, B. C., to Fernie, B. C., and return; and (2) an alleged reduction in the wages of certain employés in contravention of the existing agreement be-

tween the Company and its employés. The number of employés concerned in this dispute was given as 3,000.

The Company claimed that the trains and tracks belonged to the Morrisey, Fernie and Michel Railway Company, and that the schedule of rates objected to was passed by the Directors of the latter Company at a meeting held by them on March 11, 1910.

A Board was established in this matter by the Minister of Labour on November 27, 1910. Messrs. W. S. Lane, of Fernie, B. C., and Clement Stubbs, of Bellevue, Alta., were appointed members on behalf of the Company and of the employés respectively; and in the absence of any joint recommendation from the foregoing, the Board was completed by the Minister of Labour on December 18 by the appointment of Sheriff I. S. G. Van Wart, of Calgary, Alta., as Chairman.

On the first point involved in this dispute the award of the Board of Conciliation and Investigation is substantially in favour of the men, the Board considering that the relations between the Crow's Nest Pass Coal Company and the Morrisey, Fernie and Michel Railway Company are so close that it is impossible to find the distinction between the two; and that therefore, the Crow's Nest Pass Coal Company should, during the life of the agreement, continue to supply trains at the old rate. Regarding the question of the alleged unfair reduction of wages of certain employés, the finding of the Board is also in favour of the men with the exception of one instance where the Company's action is upheld.

Report of Board.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:

In the matter of the Industrial Disputes Investigation Act, 1907, and amending Acts, and in the matter of certain disputes between the employés of the Crow's Nest Pass Coal Company, Limited, as represented by District No. 18, United Mine Workers of America, whose headquarters are at Fernie, B. C., and the said Crow's Nest Pass Coal Company, Limited, a body corporate, having its Head Office at Fernie aforesaid.

The Board of Conciliation in the above beg to report the following findings:

Complaint I.—

The Board find as follows:—

That the relations between the Crow's Nest Pass Coal Company, Limited, and the Morrissey, Fernie and Michel Railway Company are so close that it is impossible to find the distinction between the two; that the employés of the Crow's Nest Pass Coal Company, Limited, in regard to special trains, have always considered they were doing business with the Crow's Nest Pass Coal Company, Limited, and we, therefore, find that the Crow's Nest Pass Coal Company, Limited, should, during the life of the Agreement, namely, up to March 31, 1911, continue to supply trains at the old rate.

Complaint II.—

In regard to the cases of wages formerly paid to employés over and above the schedule price, we find that in the case of David Atherton, he was dismissed for cause by the Company and later signed on as a new man; therefore, he is not entitled to wages above the schedule price.

In the case of Parsons and Gaskell, we find these men were employed to work in an abnormal place, and had been promised their pay would be made up to the extent of $3.50 per day, and went to work on this understanding. Their wages for May were paid at the rate of $3.25 per day. They afterwards made claim for sufficient to make their wages up to $3.50 per day. This was allowed and paid by the Company, the Company claiming it was through a misunderstanding that the extra allowance was made. We find that these men had been working with the understanding that they were to receive $3.50 per day, and that, therefore, the Company shall pay them at the rate of $3.50 per day for their work during the month of June. This decision is not to be used as a precedent.

(Sgd.) I. S. G. Van Wart,
Chairman.

W. S. Lane,
Representing the Crow's Nest Pass Coal Company, Limited.

C. Stubbs,
Representing United Mine Workers of America.

II. REPORT OF BOARD IN DISPUTE BETWEEN THE INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS AND THEIR TELEGRAPHERS, TRAIN DESPATCHERS AND STATION AGENTS, MEMBERS OF THE ORDER OF RAILWAY TELEGRAPHERS.

THE Minister of Labour received, on February 20, the unanimous report of the Board of Conciliation and Investigation to which had been referred for adjustment certain matters in dispute between the Intercolonial and Prince Edward Island Railways and their telegraphers, train despatchers, and station agents, members of the Order of Railway Telegraphers.

In the employés' application for the establishment of this Board it was stated that the differences in question related to the failure of the Management to live up to the terms of the existing schedule of rules and rates of pay with respect to certain of their employés; also to the refusal of the Management to agree to certain proposed amendments to the same schedule. The number of employés affected in the dispute was said to be 490.

Both parties subsequently agreed to meet for the purpose of adjusting, if possible, the differences between them. These conferences, however, failed to settle the matters in dispute; and a Board was accordingly established by the Minister of Labour on December 17, being constituted as follows: Messrs. J. H. Gilmour, of Brockville, Ont., and J. G. O'Donoghue, of Toronto, Ont., appointed on the recommendation of the Managing Board and the employés respectively, and His Honour Judge John A. Barron, of Stratford, Ont., Chairman, appointed on the joint recommendation of the foregoing members of the Board.

Sittings of the Board were held at Ottawa on January 20 and 21, and subsequently at Ottawa, Montreal, Halifax and Toronto, from February 2 until February 16.

In its report the Board compliments all the representatives on the care shown in the presentation of their evidence and argument, and the spirit of fairness displayed throughout the investigation. The Board recommends an increase in the wage rate to date from October 1, 1910. With regard to the number of hours operators should be required to work, the Board does not recommend any change except in the case of those operators employed at certain specified terminal points, in which case the Board recommends that an eight-hour day be granted instead of the twelve hour day at present in force.

Report of Board.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:—

Report of the Board of Conciliation and Investigation.

In the matter of the Industrial Disputes Investigation Act, 1907, and in the matter of differences between the Intercolonial and Prince Edward Island Railways and their telegraphers, train despatchers and station agents, members of the Order of Railroad Telegraphers.
February 16, 1911.

TORONTO, ONT., February 16, 1911.

The Honourable,
The Minister of Labour,
Ottawa, Ont.

SIR:

In the matter of the Industrial Disputes Investigation Act, 1907, and in the matter of differences between the Intercolonial and Prince Edward Island Railways and their telegraphers, train despatchers and station agents, members of the Order of Railroad Telegraphers.

The undersigned, members of the Board of Conciliation appointed under the provisions of the above named Act to investigate the differences between the parties concerned, beg to report as follows:—

Sittings of the Board were held at Ottawa on January 20 and 21, 1911, at which were present Messrs. A. W. Campbell, Deputy Minister of Railways, F. P. Brady, General Superintendent of the Intercolonial, J. B. T. Caron, Counsel for the Intercolonial Board of Management, and R. Colclough representing the employers. Messrs. D. Campbell, S. C. Charters, K. Stewart, N. Fortin, R. A. McMillan and J. J. Trainor were present in behalf of the employés. Subsequent sittings were held at Ottawa, Montreal, Halifax and Toronto, beginning February 2, and continuing until this date, February 16.

All the matters in dispute were carefully inquired into, and we must compliment all the representatives on the care shown in the presentation of their evidence and argument, and the spirit of fairness displayed throughout the investigation.

The parties having already agreed upon all other points, there remained but the following matters to be disposed of by the Board:

First, as to the claim for an increase in wage rate. The Board is of the opinion that the sum of $35,000 per year should be allotted for this purpose to be distributed by increasing the minimum salaries as set forth in Article 24 of the Schedule hereunto annexed, and the balance to be apportioned to the regular salaries of the men now employed, as may mutually be agreed upon between the Committee of the employés and the Board of Management. The Board is further of the opinion that this increase should date from October 1, 1910.

Second, as to the number of hours operators should be required to work per day. At present the men work twelve hours per day with the exception of train despatchers, who work eight per day. The Board does not, for the present, recommend any change in this regard except in the case of those operators employed at terminal points indicated in Article 20 of the schedule hereunto annexed, in which case the Board recommends that an eight hour day be instituted for these men.

The Board is unanimous in its opinion on the above points.

All of which is respectfully submitted.

(Sgd.) JOHN A. BARRON,
Chairman.

(Sgd.) J. H. GILMOUR,
Representing the employers.

(Sgd.) J. G. O'DONOGHUE,
Representing the employés.

Schedule of Rules for telegraphers including those agreed upon by the Board of Management and the Committee of the employés together with those recommended by the Board of Conciliation and Investigation.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS.

RULES AND RATES OF PAY FOR TELEGRAPHERS.

Effective October 1, 1910.

ARTICLE 1.

Employés required to perform telegraph service of any character or duration, whether termed agent, assistant agent, operator, train despatcher, or otherwise, also employés filling any position incorporated in Article 24 will be considered telegraphers within the meaning of this schedule irrespective of the title by which designated, or character of service performed.

ARTICLE 2.

Telegraphers will not be discriminated against for being members of the Order of Railroad Telegraphers, nor for serving on Boards of Adjustment representing telegraphers, and will be given leave of absence, and furnished with free transportation on Canadian Government Railways for such purpose, when it is possible to do so without inconvenience to the Railway.

ARTICLE 3.

No telegrapher will be suspended or discharged without just cause, and any

telegrapher charged with, suspended or discharged for an alleged fault, the same shall be fully specified in writing giving full particulars two days prior to any investigation, and he will have a full and impartial hearing, and decision will be rendered within fifteen days after filing his written request therefor with the proper official and if suspended for investigation, such investigation will be held and decision will be advised within fifteen days without such request. If found blameless, as charged, he will be reinstated and will be paid for time lost at stated rate of salary.

If he is detained at the instance of the Management for more than fifteen days awaiting investigation, he will be paid for the additional time at his stated rate of salary, whether found guilty or not. If decision rendered is considered unjust, an appeal may be made in writing within fifteen days to higher officials, who will deal with it under the same procedure as indicated in the previous clause.

Telegraphers will have the right to be represented by one or two of their number at any investigation, and a written statement giving the result of such investigation will be furnished to telegraphers affected, by the Management.

ARTICLE 4.

When a telegrapher is dismissed, or leaves the service after giving the due notice required by the rules, he will be given the usual certificate from the proper official, stating term of service, capacity in which employed, and whether discharged or leaving of his own accord. If discharged, cause of dismissal to be stated.

ARTICLE 5.

Telegraphers employed by this Railway will, on application, have returned to them all service cards and letters of recommendation that may have been taken up for inspection.

ARTICLE 6.

Clause 1. The right of promotion of telegraphers, except train despatchers, shall extend over the following districts:

(*a*) Ste. Rosalie Junction to Metapedia, inclusive.

(*b*) Flat Lands to Berry's Mills, inclusive.

(*c*) St. John to Athol, inclusive.

(*d*) Spring Hill Junction to Halifax, Pictou and Sydney, inclusive.

(*e*) Prince Edward Island Railway.

In the case of Spring Hill Junction the agent only is included in paragraph (*d*) the others named in the schedule at that station are included in paragraph (*c*). Provided also that any new positions opened after the date of this schedule between Berry's Mills and Moncton shall be included in paragraph (*b*).

Clause 2. The right of promotion of train despatchers shall extend over each of the three districts as follows:—

(1) Ste. Flavie West.

(2) Ste. Flavie East.

(3) Prince Edward Island: and will be in order from senior relieving despatcher to trick despatcher, and from trick despatcher to chief despatcher.

In filling vacancies in any office, senior despatchers shall have choice of tricks, but no change of tricks will be permitted within one year, except with the consent of the Superintendent, or in the event of a vacancy occurring.

When there is a vacancy in the relieving despatching staff it will be advertised on the district (as per clause (1) ofthis article) where the ultimate vacancy occurs, and telegraphers will be given an opportunity to pass an examination as train despatcher in the order of their seniority. The senior qualified applicant will receive the appointment.

Train despatchers will retain their seniority standing among the agents and operators.

In filling the position of chief despatcher any despatcher in the territory in which the vacancy occurs, including the chief despatchers shall be eligible.

Clause 3. All promotions will be governed by merit and ability of which the General Superintendent will be the judge, these being sufficient, the telegraphers longest in the service, or those holding seniority rights according to their class, will have the preference. When a vacancy occurs, the Superintendent will

fill the same by oppointing the senior man who is in his opinion entitled to the position, but this will not prevent any telegrapher senior to the man so appointed claiming his right to the position, provided he files his protest within fifteen days after the appointment has been made.

Clause 4. Telegraphers will have the exclusive right to any position incorporated in Article 24 of this schedule, also to any new telegraphers' positions created.

Telegraphers will also be eligible with employés in other branches of the service to be considered in line of promotion to any of the agencies not incorporated in Article 24.

Clause 5. In the case of vacancies occurring, or of new positions being created, for which telegraphers are eligible under this schedule, they will be advertised for fifteen days by a bulletin sent to all stations, during which time applications can be made.

Permanent appointments will be made and vacancies will be filled within a reasonable time thereafter, and will be immediately bulletined. The acceptance by the senior qualified applicant is imperative.

When a telegrapher accepts a transfer, and after a fair trial is found incapable, he will take his place as a spare telegrapher, and will retain his seniority rights.

Article 7.

When a telegrapher is transferred by order of the proper official he will receive free transportation for himself, family and household goods, and will suffer no loss of time in consequence.

Article 8.

Telegraphers not wishing to accept promotion offered by the Management will not lose any right to any vacancy occurring thereafter.

Article 9.

The Management will not abolish positions incorporated in Article 24 except in case of a reduction of staff. A telegrapher holding such position so abolished will receive fourteen days' notice of the same, and will be entitled to the position then held by the junior permanently located telegrapher in that district, but will retain his seniority rights.

Article 10.

Complete lists of all telegraphers on each of the districts named in Article 6 will be prepared within thirty days after the date of this schedule, such lists to show the seniority of all telegraphers on such districts and to be open to their inspection at the Superintendents' offices. These lists will be subject to correction on proper representation from any telegrapher, and a correct copy of the lists will be furnished to the General Chairman on application at the beginning of each year.

A telegrapher's seniority will count from the date he last entered the service as a telegrapher.

A train dispatcher's seniority, as such, will date from the time his examination papers were approved by the Superintendent.

Article 11.

Telegraphers transferred at the request of the management to any other branch of the service, temporarily or otherwise will receive not less than their regular salaries under this schedule and will, likewise, be entitled to all the privileges therein provided.

Article 12.

Telegraphers will not be required to clear the platforms of snow, cut wood, load or unload wood or coal, sift ashes, clean or disinfect stock or other cars,or outbuildings.

Article 13.

Telegraphers will not be required to teach telegraphy nor will a telegrapher teach telegraphy on the Railway premises without the written permission of the Superintendent.

ARTICLE 14.

Telegraphers called upon to attend court or investigation at the request of the proper official of the Railway will receive pay at their stated rate of salary, not more than one day's time for each twenty-four hours, and, if away from home will be allowed reasonable expenses.

ARTICLE 15.

Telegraphers performing duty at wrecks, washouts, or other emergency offices will be paid their stated rate of salary and reasonable expenses.

ARTICLE 16.

Telegraphers will not be required to work on Sundays except when absolutely necessary to protect the Railway's interests and when required to work on Sundays will be paid for such services pro rata on stated salary, but not less than 25 cents per hour, and in no case will less compensation than for two hours be allowed.

In regard to this Article, when the extreme time limits of the time worked during any number of calls do not exceed two hours' time, it will be considered as one call, for which two hours' compensation will be allowed.

EXAMPLE.—A telegrapher called at 8.00 o'clock relieved at 8.15, called again at 9.00 o'clock, relieved at 9.20, called at 9.45, relieved at 10.00, one call, two hours' time allowed.

If the second, or any subsequent call, or the time worked is not covered by the two hours' limit, the additional time in excess of the two hours will be allowed.

EXAMPLE.—A telegrapher called at 8.00 o'clock, relieved at 8.30, called again at 8.45, relieved at 10.45, three hours' time.

Fractions of an hour to be computed as in Article 22.

EXAMPLE.—A telegrapher called at 8.00 o'clock, relieved at 8.30, called again at 9.45, relieved at 10.25, two hours' time.

If the calls are separated so that each call occurs beyond the two hour limit, two hours' time will be allowed for each call.

EXAMPLE.—A telegrapher called at 8.00 o'clock, relieved at 8.15, called again at 10.30, relieved at 10.35, called again at 13.00 o'clock, relieved at 13.30, called again at 15.00 o'clock, relieved at 15.20, four calls, eight hours' time allowed.

ARTICLE 17.

Telegraphers who are regular trick despatchers will be granted three weeks' leave of absence annually, with full pay, other telegraphers who are permanently employed will, after one year's service be granted two weeks' leave of absence annually, with full pay. Telegraphers who are temporarily employed will, after working three hundred days in any one holiday year, be granted two weeks' leave of absence, with full pay, and will be furnished free transportation for themselves and families to any point on the system.

They will, on application, receive from their Superintendent a letter showing that they have been granted such leave of absence.

In the event of the railway not being able to relieve the telegrapher and grant him his leave of absence at any time in any one year, such leave of absence will be added to his leave of absence in the following year.

ARTICLE 18.

Present arrangements of permitting telegraphers to accept commissions from express and telegraph companies doing business on the railway will be continued.

ARTICLE 19.

If telegraphers are required to attend oil lamps in switches or semaphores they will receive $4 per month for four or less such lights, and 50 cents per month for each additional switch or semaphore light at such station.

Nothing in this Article will relieve telegraphers from their responsibilities of seeing that the telegraph signal and all other signals are in perfect working order, and at night that all lamps are clean and burning brightly.

ARTICLE 20.

Clause 1. Twelve consecutive hours, including meal hours will constitute a day's work for a telegrapher except as otherwise provided for in this schedule.

Clause 2. Eight consecutive hours train despatching and time for transfer will constitute a day's work for telegraphers who are train despatchers.

Clause 3. Eight consecutive hours will constitute a day's work for telegraphers at the following points: Levis, River du Loup, Campbellton, Moncton, Truro, Newcastle and New Glasgow.

Clause 4. The hours of duty will be defined from time to time by the Superintendent of the district, and when telegraphers are required to exceed the above named hours they will receive an official order and will be excused in the same manner, and will be allowed overtime as per Article 22.

Clause 4. On the Prince Edward Island District the hours of duty of the train despatchers are to remain as at present subject to the discretion of the Superintendent.

ARTICLE 21.

When a telegrapher is called on duty after his regular hours, he will be entitled to the allowance provided for as a "special call."

ARTICLE 22.

Overtime will be computed pro rata on stated salary, but in no case at less than 25 cents per hour.

In computing overtime, less than thirty minutes will not be counted, thirty minutes and less than sixty minutes will be considered an hour.

Special calls and up to one hour's service connected therewith will be paid at the rate of 50 cents per call.

Overtime will not be allowed unless overtime tickets are mailed to the proper official within forty-eight hours from the time the service is performed. If overtime is not allowed telegraphers will be notified within ten days from the time such service is performed, setting forth the reason for disallowance.

ARTICLE 23.

A sufficient number of regular relief agents shall be appointed on each Superintendent's Division, who will receive the salary of the man relieved, but in no case less than eighty dollars ($80.00) per month.

Regular telegraphers called upon to do relief work temporarily will receive the salary of the one relieved, provided it is not less than their own, and 50 cents (50c) per day additional for expenses if away from their regular stations.

Spare telegraphers called upon to do relief work will receive the salary of the man relieved.

It is understood that when regular relieving agents are not engaged in relieving they may be used in the Superintendent's offices, audit, or other offices, or at any other employment when required.

Vacancies in the regular relief agents' staff will be advertised in the usual way and the senior qualified applicant in each Superintendent's District will receive the appointment.

Regular relief agents will only be required for duty on their Superintendent's District, and will be eligible for promotion to positions within the territory (as specified in Clause 1 of Article 6) from which they are taken.

ARTICLE 24.

WAGE SCHEDULE.

The minimum monthly salaries for train despatchers will be as follows:

Train despatchers, 1st year	$110.00
Train despatchers, 2nd year	115.00
Train despatchers, 3rd year	120.00
Train despatchers, 4th year	125.00
Relieving despatchers	105.00

and 50 cents per day for expenses when away from headquarters, and allowed for travelling expenses if moved.

On the Prince Edward Island District the monthly salaries will be as follows, for train despatchers:

Senior despatcher	$125.00
Assistant despatcher	110.00

The minimum monthly salaries for telegraphers will be as follows:

Agent and telegrapher with dwelling, fuel and light	$53.00
Agent and telegrapher without dwelling, fuel and light	58.00
Telegraphers	53.00
Telegraphers shown in Clause 3 of Article 20	70.00
Relief agents	80.00

III. REPORT OF BOARD IN DISPUTE BETWEEN THE WETTLAUFER SILVER MINING COMPANY LIMITED, OF SOUTH LORRAIN, ONT., AND ITS UNDERGROUND MINERS, MACHINE MEN, DRILLERS AND MUCKERS.

THE Minister of Labour received, on February 28, the unanimous report of the Board of Conciliation and Investigation to which had been referred for adjustment certain matters in dispute between the Wettlaufer Silver Mining Company, Limited, and underground miners, machine men, drillers and muckers in its employ.

In the application for the establishment of this Board it was stated that the dispute in question related to the proposed reduction of 25 cents per day in the wages of the men directly concerned. The number of employés affected in the dispute was given as thirty-five directly, and thirty indirectly.

The Board which was appointed to investigate this dispute was constituted as follows: Messrs. R. F. Taylor, of Cobalt, Ont., and Chas. H. Lowthian, of Silver Centre, Ont., being appointed on the recommendation of the Company and the employés concerned, respectively, and Mr. George Ritchie, Barrister, of Toronto, Ont., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board. In the February number of the *Labour Gazette* it was stated that Mr. John Seward, of Cobalt, Ont., had been appointed on behalf of the Company. Mr. Seward's appointment, however, was not in accordance with section 42 of the Industrial Disputes Investigation Act. It was accordingly annulled and Mr. R. F. Taylor appointed in his stead.

The Board met at Silver Centre on February 22 and at Cobalt on February 23, evidence being taken at both these sittings from representatives of the Company and the employés. On February 24, the Board met to consider the evidence submitted, and, after considerable care in analysing the whole situation, came to the unanimous conclusion that the scale of wages now paid to the employés should stand, and recommends that the Company withdraw the action of its former manager in notifying the men that a cut of 25 cents per man would be made on January 4, 1911.

Report of Board.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:—

COBALT, Feb. 24, 1911.

In the matter of the Industrial Disputes Investigation Act, 1907, and in the matter of differences between the Wettlaufer Silver Mining Company and certain of its employés.

Between the Wettlaufer Mining Company, Employers; and Underground miners, machine men, drillers, muckers, and Patric Redmond, employés.

The Board of Conciliation appointed to adjust the disputes between the Wettlaufer Mining Company, Limited, and its employés met at Silver Center on Wednesday, the 22nd day of February, 1911, at two o'clock, P.M.

Present: George Ritchie, chairman; Charles H. Lowthian, and R. F. Taylor.

Each of the Board of Conciliation having been duly sworn, the Wettlaufer Mining Company were represented by John Seward, Edward Wettlaufer, and James McDonald; the employés being represented by William Davidson, James McIntosh and Dan McDougal. Both parties consenting, the Mining Company presented its side of the case, and submitted a scale of wages and confirmed their previous offer to increase that scale by 10 cents per day per man, because of the inconvenience of living in the locality of the Wettlaufer Mine, and submitted evidence which showed that the net result to the employés would be to their advantage, and a net loss to the Company, although the Company alleged

that the change from the present scale of wages to the one proposed by them was done to operate the mine on more economic lines. Upon analysing the losses and gains both ways it was clear that the company would be the losers by the proposed change. After the Company's evidence was in the Board adjourned and convened a meeting in the bunk house at the mines in the evening, in the presence of all the employés. At this sitting several of the principal men came forward voluntarily and gave evidence showing that the local conveniences of living in the camp were fairly good, and did not make any complaint, but submitted the scale of wages under which they were working, and preferred that the Company should continue to follow that scale without any alterations whatever. Although the men swore that the bunk house was overcrowded they were all willing to put up with this difficulty until the Company could see its way clear, as the mine developed, to furnish better accommodation, the mine being a new one. It developed during the taking of the evidence that the scale proposed by the Company was pretty well recognized by the miners in and around Cobalt, and the Board deemed it necessary to adjourn to Cobalt, reaching there on the evening of the 23rd of February. Having made general enquiries as to the scale of wages it appeared that about seventy-five per cent of the miners in and about Cobalt are working under the scale submitted by the Company, and about twenty-five per cent. are working under the scale asked for by the employés.

A list of the companies and an estimated number of the men employed by them is hereto annexed.

On Friday, the 24th day of February, the Board met to consider the evidence submitted, and after considerable care in analysing the whole situation came to the unanimous conclusion that the scale of wages now paid to the employés should stand, and recommend that the Company withdraw the action of its former manager in notifying the men that a cut of 25 cents per man would be made on the 4th of January, 1911.

Attached to this report is a schedule submitted by the Company and marked as exhibit "2", and a scale of wages submitted by the men and marked as exhibit "1", together with a letter signed by Mr. Gauthier, marked as exhibit "3". A letter from Elk Lake, Gowganda and Porcupine, marked as exhibits "4", "5", and "6". The recommendation of the Board has been submitted to the Manager of the Wettlaufer Mining Company, Limited, and which he is submitting to his Board of Directors in New York City with his recommendation.

Dated at Cobalt, Ont., this 24th day of February, 1911.

(Sgd.) George Ritchie,
Chairman.
(Sgd.) R. F. Taylor.
(Sgd.) Chas. H. Lowthian.

Respectfully submitted to—
The Honourable
W. L. Mackenzie King, C.M.G.,
Minister of Labour,
Ottawa.

WAGE SCALE.

Adopted by
Cobalt Miners' Union No. 146.

July 1907.

The following scale was adopted unanimously for all mines in the district:—

Carpenters	$3.50
Mechanics	3.50
Pipe fitters	3.00
Blacksmiths	3.50
Helpers	2.75
Engineers, (nine hours)	3.25
Over nine hours, 32½ cts. per hr.	
Firemen (nine hours)	2.75
Over nine hours, 27½ cts. per hr.	
Ore sorters	2.75
Hammermen	3.00
Teamsters	2.75
Hoistmen (nine hours)	2.75
Over nine hours, 27½ cts. per hr.	
Cage or bucketers	2.75
Other labour on surface	2.50

UNDERGROUND.

Timbermen	$3.50
Machine men	3.50
Helpers	3.00
Cage or bucketers	2.75
Other underground labour	2.75

Miners ask that not more than 60 cents per day be charged for board; miners in shafts 25 cents extra per day; in wet shafts mine owners to furnish oil clothes to the men. Surface to work nine hours, and all underground work to be nine hours. Cooks' minimum wages per month, $75.

Cabalt Miners' Union, No. 146, W.F.M.

COBALT SCHEDULE.

Machine miners	$3.25
Machine helpers	2.75
Muckers	2.50
Underground deckman	2.50
Underground cagetenders	2.50
Pumpman (per hour)	.25
Underground hoistmen (per hour)	.25
Shift boss	4.00
Ore sorters	2.50
Head ore sorters	2.75
Deckmen	2.50
Surfacemen	2.25
Mechanics (per hour)	.30
Engineers (per hour)	.30
Firemen (per hour)	.30
Hoistmen (per hour)	.25
Blacksmiths	3.50
Blacksmiths' helpers	2.75
Carpenters (head)	$3.50 or 35c.
Carpenters (general)	3.25
Carpenters (helpers)	2.75

Respective Scale of Wages observed by the Companies Operating in and about Cobalt.

The following companies pay the scale of wages fixed by Association of mine owners:—

The Rose & Lawson; O'Brien; Kerr Lake Mining Company; Nova Scotia; Right of Way; Cobalt Town Site; Cobalt Lake; Colonial; Crown Reserve; Chambers Ferland; Nipissing; Buffalo; King Edward; Provincial; Coniagas; Trethewey; about 1,900 men.

Those operating under the Employés' scale are:—

City of Cobalt; Temiscaming; Hudson's Bay; Green Meehan; Foster; Lagdola; Casey Cobalt; Ophir; Columbus; employing about 500 men.

COBALT MINERS' UNION No. 146
of the
WESTERN FEDERATION OF MINERS.

COBALT, January 31, 1911.

Mr. CHAS. H. LOWTHIAN,
Secretary, 148 W.F.M.,
Silver Centre, Ont.

Dear Sir and Brother:

In answer to yours of the 30 instant, in reference to the names of the different mines for the jurisdiction of this local paying the Union scale of wages. I am giving you here as complete a list as I can think of. Of course some of them are small mines, and partly closed down now on account of shortness of power.

The Red Rock, the Green Meehan, the Hudson Bay, the Temiscaming, the City of Cobalt, the White Mines, the Foster, the Sagdola, the Casey-Cobalt, the Meteor, the Alexandria, the Columbus, the Ophir, the Ontario Development Mining Companies. I can't give you further information as to how to act in the matter other that you have to appear when the appointed board will be notified to convene, and use your best judgement against the Company's man's arguments. It might be advisable to quote the result obtained by the Board in the Hudson Bay case. Let me know when the Board shall convene, and I will try and get you more particulars. C. B. Dugy was representing us vs the Hudson Bay. You might communicate with him at Porcupine.

Fraternally.

A. U. GAUTHIER.
Secretary No. 146 W.F.M.

WAGES IN GOWGANDA CAMP.

Labrick Mine:

Machine runners (with board)	$3.25
Helpers (with board)	2.75

Muckers (with board)..... 2.25
Firemen (with board)..... 3.00
Blacksmiths (with board)..... 3.50
Engineers (with board)..... 3.15
Nine hours and air.

Ottawa-Gowganda Mining Company:
Machine runners sinking (with board).....$3.75
Helpers (with board)..... 2.50
Surface (with board)..... 2.25
Nine hours and air.

Boyd-Gordon Mining Company:
Machine runners (with board)...$3.50
Helpers (with board)..... 2.50
Blacksmiths (with board)..... 3.50
Engineers (per mo., with board)100.50
Power is air and nine hours.

Calcite Lake Mining Company:
There is likely to be a strike declared here on 15th proximo., unless a settlement is made. These people cut 32½ cents per day. Up to date the wages here have been:
Machine runners (with board)...$3.25
Helpers (with board)..... 2.50
Muckers (with board)..... 2.25
Power air and nine hours.

Powerful Mines, Limited:
Machine runners (with board)...$3.25
Helpers (with board)..... 2.50
Power steam, nine hours.

Hudson Bay Mines, Limited:
Machine runners (with board)...$3.50
Helpers (with board)..... 2.50
Blacksmith (machine steel) at *all* mines is $3.50 and board, nine hours. Power steam.

Reeves-Dobie, Blackburn & Big Six Mines:
Run ten hours and pay runners from $2.80 per day upwards. Others in proportion. These are the only three mines operating upon the ten hours basis and unfair wages.

All of these properties are running to-day. These are all of the mines working in Gowganda Camp.

ELK LAKE, ONT., February, 20, '11

Mr. C. H. LOWTHIAN,
Secretary,
Silver Center Miners' Union,
Silver Centre, Ont.

Dear Sir and Brother:

Hereunder you will find the general acknowledged wage schedule of this district:

Machinemen,	$3.00–$3.25	and board.
Helpers,	2.50– 2.75	"
Muckers,	2.25– 2.50	"
Hammermen,	2.50– 3.00	"
Surface work,	2.00– 2.50	"

Not more than nine hours' work for one day in any mine.

Yours fraternally,

(*Signed*) P. DWYER,
Secretary, Elk Lake Miners' Union No. 140,

Elk Lake, Ont., Box 348.

Porcupine Miners' Union No. 145
of the
Western Federation of Miners.

P. O. Box 9,

PORCUPINE, ONT., February 2, 1911.

MR. CHAS. LOWTHIAN,
Secretary of Silver Centre No. 149,
SILVER CENTRE, ONT.

DEAR SIR AND BROTHER,—

In reply to your letter of January 30, in reference to wages paid by the mines operating in this district, I will endeavour to give you an outline as near as possible:

The Hollinger Company pays:—

$3.50	for	machine men...	9 hours.
3.25	"	helpers.....	9 "
2.75	"	muckers.....	9 "
2.50	"	surface men.....10	"
4.25	"	blacksmiths.....	
4.50	"	engineers.....12	"

Less Board, 60 cents.

Flynn Vipond:—

Hammermen,	$3.75,	8 hours,	60c board
Blacksmiths,	4.00,	9 "	60c "
Engineers,	3.75,	12 "	60c "
Deckmen,	3.75,	12 "	60c "
Teamsters,	75.00 per month and board.		
Surface men,	$2.50 and board.		

Rea Mines:—

Hammermen...	3.00 and board,	8	hours.
Blacksmiths....	3.00 "	9	"
Surface men....	2.50 "	9	"
Engineers'....	3.50 "	9	"
Cook.....	90.00 "	9	"
Teamsters.....	75.00 "	9	"

Scottish Ontario:—

Hammermen...	$2.75 and board,	9	hours.
Blacksmiths....	4.00 "	9	"
Engineers.....	4.00 "	12	"
Surface men....	2.50 "	9	"

Crown Chartered Mining Company:—
(Scab.)

Hammermen...	$3.00,	9 hours.
Surface men....	2.50,	9 "
Machine men...	3.50,	9 "
Engineers.....	3.75,	9 "
Blacksmiths....	3.75,	9 "

Sixty cents off for board.

Armstrong McGibbon Company:—
(Scab.)

Machine men...	$3.25, 9 hours.
Helpers.....	3.00, 9 "
Engineers.....	Cannot find out what wage paid.
Surface men....	$2.50, 9 hours.
Blacksmith.	3.50, 9 "

Steam drill furnish their own oil clothes.

Sixty cents off for board.

Dome Mine:—

Machine men,	10–12	hours...	$3.50
Engineers,	12	"	4.00
Blacksmith,	10	"	3.75
Surface men,	10	"	2.25

Less 60 cents for board.

Those are a few of the principal mines working. There are several small properties paying probably better than what is here listed. The Dome is owned by the Canadian Copper Company, of Copper Cliff, and it is an impossibility to organize there, at the present time.

Yours fraternally,

(*Signed*) E. P. McCURRY,
Financial Secretary.

STATEMENT OF PROCEEDINGS UNDER INDUSTRIAL DISPUTES INVESTIGATION ACT, SINCE 1907.

IN connection with the consideration in the House of Commons, on February 10, of the estimates of the Department of Labour for the fiscal year 1911–12, the Minister of Labour furnished a statement of the results which have attended the operation of the Industrial Disputes Investigation Act since the enactment of this statute in March, 1907. During this period, there had been, he said, 100 disputes referred for investigation. In only nine of these cases had strikes not been averted or ended. In other words, the legislation had been the means of averting ninety per cent. of the strikes which would otherwise have taken place, many of them affecting important industrial interests and large numbers of work people. Almost exactly 100,000 men had been involved in these disputes, and assuming the average wage of the men so employed to be $2.50 per day, there had been saved, through the operation of the Industrial Disputes Investigation Act, to Canadian workmen in wages alone a sum of close upon $6,000,000. This calculation is based upon an estimate of twenty-four days as the average duration of the strikes which have taken place in this country, during the last decade. If it is assumed that an employer would receive in profits ten per cent of the amount spent in wages to his employés, there had been saved to employers, through the avoidance of strikes and lockouts, an amount in round figures of something like $600,000. If an estimate were made of the value of goods which

would have been produced with that amount of labour and profits the smallest figure at which it could be placed would be something like $10,000,000. So much for the monetary side of this question. The industries to which the Act applied were, however, industries in the nature of public utilities, upon which other industries, and indeed the very happiness and welfare of the community depended, so that the benefit which the law had conferred upon the public was not one which could be described in terms of money alone.

The results attending the nine strikes which had occurred under the Industrial Disputes Investigation Act since 1907, showed that in every instance the employés had in every instance either returned to work on the terms which the Board had recommended, or else upon terms less favourable to those concerned.

It might, the Minister thought, be fairly claimed that the Act which the Canadian Parliament had placed upon the statute books four years ago for the prevention and settlement of industrial disputes had done very good service. In this connection, the Minister referred particularly to the record of street railway strikes before and after the adoption of the Industrial Disputes Investigation Act. In the four years prior to March 1907, there had been six or seven street railway strikes in Canada, some of them of a very serious nature entailing great suffering and loss. Since the Act had passed, seven street railway disputes had been referred under its provisions affecting this important public service in Ottawa, Toronto, Hamilton, Quebec and Winnipeg. The only case in which a strike had resulted was the recent case in Winnipeg, the outcome of which was well known to all. Here then was a concrete instance of the immense service this legislation had accomplished, not only for the workers but for the public as well.

Results of Compulsory Arbitration Law of New Zealand and New South Wales.

Continuing, the Minister observed that a great deal had been said in Parliament, from time to time, of the effect of the compulsory arbitration laws of New Zealand and New South Wales, and in some quarters it had been suggested that these countries had devised a panacea for labour disputes which no other nation had found. He had received, however, from the Canadian Trade Commissioner in New Zealand, in the month of August last, a report containing a list of sixteen strikes which had occurred in New Zealand within the preceding eighteen months. If allowance were made for the difference in population between New Zealand and Canada it would be seen that strikes are more frequent in that country than in this. It was also of interest to note the effect of the enforcement of the New Zealand law. Under compulsory arbitration employers and employés who did not abide by the findings were subject to penalties. Supposing we had a similar law in Canada, and a number of strikes occurred proportionate to those which have occurred in New Zealand, the enforcement of such a law in this Dominion would have involved the fining of no fewer than 9,672 employers and 5,840 employés in our Courts last year. This comparison was made on the basis of eight to one, the population of New Zealand being in round figures 1,000,000, and that of Canada, 8,000,000. The above was the record in New Zealand of compulsory arbitration after sixteen years of this experiment.

Investigation by Mr. H. S. Weinstock who was recently sent to New South Wales as a special commissioner from the State of California, had shown that the following strikes had occurred in that State, despite the existence of its compulsory arbitration law: In 1901, 2; in 1902, 12; in 1903, 11; in 1904, 11; in 1905, 36; in 1906, 29; in 1907, 52; in 1908 (in the first three months only), 33. Incomplete returns of the strikes which occurred in New South Wales in 1906–7 showed a total of eighty-one. The total number of strikes in Canada in two years was 138. The population of Canada was in round figures about five times that of New South Wales. Were our strikes proportionate, therefore, in number with those of New South Wales, they would have reached in two years the very high figure of 405, a much higher record than has been shown in any of the ten years during which statistics have been kept in this country.

LOSS OF LIFE AND ACCIDENTAL INJURY IN THE RAILWAY SERVICE.

IN the House of Commons on February 20, Mr. H. H. Miller (South Grey) moved:

> "That, whereas it is stated that on Canadian railroads last year one trainman in every 199 was killed, and one in every thirty-three was injured, in the opinion of this House it is the duty of the government to cause to be made a most thorough investigation as to the facts and conditions, as a result of which some means may be devised for the better protection of railway employés, and of preventing so great a loss of life and so great and frequent accidental injury."

In addressing himself to the above motion Mr. Miller referred to the hardships and exposure to which railway trainmen are subjected. A comparison of the Canadian and of the United States legislation for the protection of trainmen showed the existing laws on this subject to be very much alike, with, however, this important difference, that in the United States, Mr. Miller thought more effective provision is made for the enforcement of both statutes and regulations than exists in Canada. In the United States the Interstate Commerce Commission is authorized to employ two sets of inspectors, one to make a careful inspection of cars used by the various railway companies and the other to see to the enforcement of laws and regulations. In Canada inspectors are employed by the Board of Railway Commissioners to inspect cars and devices used in connection therewith for the protection of the lives of railway employés. It is not, however, the duty of the Board nor of any of its officers to bring any action or lay any information where it has been shown that the laws or regulations so provided are not being observed, with the result that it rests with the person aggrieved or with someone else to institute proceedings. In passing Mr. Miller observed that a railway employé would be likely to hesitate very much before bringing action against any railway company because by so doing he would be likely to forfeit his position.

In the United States a law was passed in 1907 making it unlawful for any railway company to require or permit its employés to remain on duty for more than sixteen consecutive hours, also stipulating that any employé who has been on duty for sixteen hours shall be allowed reasonable rest before returning to his employment. The Interstate Commerce Commission was at the same time authorized to institute proceedings for any violation of this law which might come to their notice. In Canada, Mr. Miller observed, the Canadian Pacific Railway Company and the Grand Trunk Railway Company have regulations of their own for limiting in some such way as the United States statutes have done the hours of labour of their employés. Mr. Miller did not, however, know how carefully or carelessly such orders were being enforced or whether similar regulations existed on other Canadian roads. He understood that a few years ago the Board of Railway Commissioners was asked to make an order or to obtain legislation limiting the hours of railway employés in somewhat the same way as was done under the United States statutes of 1907. He had been told that the engineers and firemen favoured such measures but that the conductors and brakemen were opposed thereto. Continuing, Mr. Miller said that it might very well be that the employés of a railway company would oppose any statute limiting the hours of employment and that conductors or brakemen for the sake of making the greatest possible earnings would be willing to work longer hours than were proper having regard to their own safety and to the safety of the travelling public.

An Act had been placed upon the United States statute books in 1905, entitled "An Act to promote Security of Travel upon Railroads engaged in the Interstate Commerce and to encourage the saving of Life." The object of this measure was to authorize the bestowa-

of medals of honour upon persons who by their extreme daring endangered their own lives in saving or endeavouring to save others from any train disaster or in preventing the occurrence of train disasters.

Complaint had been made that many of our Canadian railway companies do not employ a sufficient number of section men to keep the track in safe condition. He was pleased to note, however, that in Canada, as in the United States, those whose duty it is to protect railway employés are encouraged with the result of their efforts. The report of the chief traffic officer of the Board of Railway Commissioners for last year showed that fifty-one passengers, 194 employés and 211 other persons were killed, while 211 passengers, 745 employés and 167 other persons were injured through the operation of trains in Canada. Investigations were made in 262 of the above cases as well as a general inspection of equipment, stations and crossings of all railways under the jurisdiction of the Board. The report of the Interstate Commerce Commission indicated that the efforts of that body throughout the United States were meeting with great success and that its inspection of cars and equipment was very thorough. In conclusion Mr. Miller offered the following suggestions:

> "In the first place I think our Railway Act might well be amended after consultation between the Minister of Railways and the Board of Railway Commissioners, so as to give us something like the same machinery for enforcing our laws and regulations as prevails under the legislation of the United States. Notwithstanding that some of the employés oppose this, while others favour it, I believe it would be a step in advance if our Railway Act did contain provision that would limit as the United States law does, the hours of service of trainmen and of telegraph and telephone dispatchers. Then, there is legislation in the United States as to the granting of medals, and the Minister of Railways might deem that worthy of consideration."

The Minister of Railways.

Honourable George P. Graham, Minister of Railways and Canals, expressed the opinion that the subject of Mr. Miller's motion was one of great importance. Accidents to railway employés, he thought, might be divided into several classes. In some instances they resulted from carelessness on the part of the workman. In such cases rules and regulations were of no avail. Many railway employés were killed whilst serving as train crews. Accidents sometimes arose from defects in track or roadway, whilst others were caused by the neglect of officials. In still other cases mishaps were due to defects in the rolling stock. The extremes of heat and cold in Canada rendered railway operation very difficult. Today the track might be in good condition, but today's frost might be followed by a thaw and resultant heaving of the rails. Such conditions were almost unavoidable, although much greater care is now exercised than formerly. The number of section men to be employed per section depended, to some extent, upon the traffic. He had recently discussed this subject with one of the employés' Brotherhood officials who agreed with him that in Canada at the present time a sufficient number of men on the average were employed to keep the tracks in fairly good condition.

The construction of heavy rolling stock had necessitated the use of heavy rails. No new rolling stock was allowed to go into use which did not meet the requirements of the Railway Commission. All old rolling stock was also being brought up to a like standard. There had been a great advance in the last few years in the protection of railway men by the introduction of automatic brakes and other improved appliances. The rolling stock of Canadian railway companies had to be up to the standard in these respects because a Canadian car which was not so equipped and constructed was not allowed to enter the United States.

Arrangements were being made between railway companies and the employés' Brotherhoods which applied not

only to wages, but were intended to regulate every phase of a workman's employment, including hours of labour, duties, remuneration for overtime, &c.

The best railways of the United States are equipped with double tracks; in Canada the mileage of double track line, on the other hand, is small. On double track lines the accidents are reduced to a minimum. The Minister was of opinion that a careful examination of the records, bearing in mind that the greater amount of business in Canada has been done on single track lines, would show that there are relatively far fewer accidents in Canada than in the United States. Greater care was exercised in Canada than in the United States, and the exercise of care did more for the prevention of accidents than any rules or regulations. In Canada we, perhaps, make the mistake of thinking that the cure for any evil is to pass a law of some kind and then forget it. An effort was being made in Canada, however, through a practical Board, which had much greater power than the United States Board, to encourage care on the part of the railway employés as well as on the part of the railway companies. To a large extent this result had already been attained. After all, a great deal depended on the quality of the men employed. He believed he was safe in saying that there was no country in which a more intelligent class of workmen could be found than were employed on the railways of Canada. The more such men could be encouraged to go into railway work, the fewer the accidents would be.

The Railway Commission of Canada was in a somewhat different position from the Interstate Commerce Commission of the United States. In the United States fines were imposed for violation of the railway laws. The same procedure did not exist in Canada, but if a railway company was found operating a car against the order of the Railway Commission it was forbidden to run such a car again until it conformed to the regulations. No company dare break such an order, because the Railway Commission had power to prevent the company from doing business at all until its direction was complied with. In this way the power given the Railway Commission of Canada was even greater than that possessed by the Interstate Commerce Commission of the United States. In the United States there were many appeals from the Board decisions to the Courts. Last year the Railway Commission of Canada disposed of over 3,000 cases, most of them without hearing and without formality, and in very many instances through the use of the mails alone. The results of the control exercised by the Board of Railway Commissioners of Canada, whatever our laws may be, were, the Minister believed, as beneficial as the results in the United States. If, however, our laws could be improved, he would be pleased to see this done.

Whenever a railway accident occurred in Canada, an inspector of the Board of Railway Commissioners was at once sent out to investigate.

MR. MILLER: "Have the inspectors the authority to prosecute, and if not, would it not be well that they should have it?"

HON. MR. GRAHAM: "That is a question for argument. The result is what we are after, and I believe that we have better results than in the United States. Although our inspectors have not the power to prosecute, they can be ordered to lay an information, but that is not part of their duty. Under our system, when an accident occurs, if the circumstances warrant such an investigation, the coroner holds an inquest, and where there is any negligence, the coroner's jury lays the foundation for criminal prosecution, and the provincial authorities prosecute the party supposed to be guilty. Therefore, I am not sure that we would gain anything in that regard, although the suggestion might be worth thinking about."

Continuing, the Minister explained that the accident inspectors reported upon the circumstances of all important accidents. This information was compiled and brought to the attention of the Board, which immediately took the matter up with the company concerned. The railway companies, in their own interests as well as in the interests of the public, exercised great care that the rolling stock underwent a thorough inspection before being put into service, employing expert

and impartial examiners for this purpose. It had also been represented that inspectors should have authority to inspect rolling stock in motion. If the Board had not the power already to authorize such inspection, the Minister observed that it might be given to them. His own opinion was, however, that the Board had such power already.

The Canadian railways were being constantly improved, and an effort was being made to protect life in all positions. It was the desire, however, of the Railways Department that the lives of both passengers and employés should be protected to the fullest extent, and to that end the Department would be pleased to receive suggestions from any quarter for the improvement of the Railway Act in these respects.

The Minister of Labour.

The Honourable W. L. Mackenzie King, Minister of Labour, concurred in what had been said as to the importance of the subject of industrial accidents. He also endorsed the statement made by the Minister of Railways to the effect that fewer persons were killed on the railways of Canada than on the railways of the United States, in proportion to the number employed. A statement had been carefully compiled in the Department of Labour from the railway statistics of Canada, the reports of the Interstate Commerce Commission of the United States, and of the British Home Office, which threw considerable light upon the subject of railway accidents in Canada, United States and Great Britain, respectively. The Minister regretted to notice that the proportion of railway employés killed and injured through the occurrence of railway accidents in Canada was somewhat larger than appeared in Mr. Miller's motion.

In this connection, the Minister submitted to the House the following tables:

Statement showing the number of railway employés of all classes for one killed:

	Canada.	United States.	Great Britain.
1909	650	576	.....
1908	499	422	.....
1907	478	369	1,221

Statement showing the number of railway employés of all classes for one injured:—

	Canada.	United States.	Great Britain.
1909	132	20	.....
1908	91	17	.....
1907	106	19	29

Statement showing the number of trainmen (engineers, conductors, firemen, baggagemen, brakemen) for one killed:—

	Canada.	United States.	Great Britain.
1909	172	205	.....
1908	168	150	.....
1907	136	125	1,084

Statement showing the number of trainmen (engineers, conductors, firemen, baggagemen) for one injured:—

	Canada.	United States.	Great Britain.
1909	28	9	.....
1908	23	8	.....
1907	26	8	35

Continuing, the Minister observed that it would be seen from the foregoing tables that the percentage of killed in Canada was much lower than in the United States. The difference between the showing in Great Britain on the one hand, and in Canada and the United States, on the other, was very marked. This difference was no doubt accounted for in part by the climatic conditions with which railways in this country have to contend, and the vast stretches of territory over which railways operate. Despite thse considerations, the figures quoted would, however, come as a surprise to the public generally.

Summarizing the figures above given, it would appear that the total number of railway employés killed in Canada in the past three years has been 633, and the total number injured, 3,134, making a total of 3,767 fatal and non-fatal accidents in this period; in other words, of the 19,443 trainmen in Canada in 1909, one out of every 172 was killed, and one out of every twenty-eight injured. In 1908, the proportion of killed was one out of every 168, and the proportion of injured, one out of every twenty-three. In 1907, the proportion of killed was one out of every 136, and proportion of injured one out of every twenty-six.

Reference had been made by Mr. Miller to the railway legislation of the United States, but whatever the legislation existing in that country, it was clear that the accident showing in Canada was more favourable than in the United States.

The following statements were from an address delivered by Mr. Daniel L.Cease,

before the Fourth Annual meeting of the American Association for Labour Legislation, in St. Louis, on December 29 last:

"The railway casualty statistics for the last year showed that nine men were killed each twenty-four hours, and that one was injured or killed every seven minutes. One man was killed for each 205 employed, and one was injured for every nine employed. The working life of a brakeman is estimated at only seven years.

"Full statistics covering other occupations are lacking, but the miners claim that four men are killed in America to one in Europe; and it is admitted that mining ordinarily and normally ought to be accomplished with less danger here than abroad."

The following statement, no less striking than the foregoing, was from a booklet entitled "Perils of Peace," published in 1906, by the American Institute of Social Service.

"Our peaceful avocations cost more lives every two days than all that we lost in battle during our war in Spain. It has been pointed out that the Pennsylvania coal fields alone furnish 'an industrial Bull Run' annually.

"In these piping times of peace, we in the United States kill in four years some 80,000 people more than all who fell in battle and died of wounds, on both sides, during the four years of our civil war; that is, in the same length of time, we are now killing fifty-three per cent. more people than two great armies could destroy, equipped with all the weapons that ingenuity could then devise, and making destruction their eager business.

"We are killing more than twice as many every year as perished by violence in both the French and English armies during the three years of the Crimean war. There are more killed and wounded on our railways exery year than the entire losses of the Boer war on both sides in three years."

An article by Mr. John W. Gitterman, published in McClure's Magazine for June, 1910, contained the following statistics and statements:—

"It is difficult to realize that in the fiscal year 1908 the railways of the United States killed, in addition to passengers, 3,470 of their own employés an average of 328 deaths each month since 1903.

"Injuries are twenty times more numerous than deaths. Last year, six and four-tenths per cent. of all the railway employés in the United States were injured: thus the chances are that no man can escape accident for nine years. No wonder that most of the life insurance companies refuse to insure a railway man on any terms, while in any sort of company a switchman can be insured only at a rating twenty years in advance of his actual age.

"Where, twenty years ago, the employé had an even chance of remaining uninjured for more than fifteen years, his expectation has sunk nearly to eight. In spite of double-tracking and safety devices and palliative legislation, matters have come to such a pass that if the injured of one bad year could all wait in line before one hospital door, the queue, if laid side by side, would make a row nearly two miles long.

"In twenty-one years the percentage of employés killed or injured on the railways of the United States has nearly doubled. At the present rate, it would take only seventeen years to kill or injure all the employés now on the rolls. If the number of railway employés remains constant for fifteen years, 1,300,000 men, at the present mortality rate, will be killed or injured. But the number, of course, will greatly increase. It is therefore, probably no exaggeration to say that, unless the railways radically improve their present methods of safe-guarding their employés' lives, they will either kill or injure, within the next fifteen years, not far from 2,000,000 men."

Mr. Miller had referred to the existence of American legislation providing for the granting of medals to persons who have endangered their own lives in endeavouring to save others in train disasters, or to prevent the occurrence of train disasters. The Minister of Labour reminded the House that two or three years ago his

late Majesty, King Edward, instituted a medal for a similar purpose, and extended this offer to the self-governing dominions of the British Empire. The medal in question was known as the Albert Medal. One of these medals was awarded last year to Conductor Thomas Reynolds, of the Canadian Pacific Railway Company, for his conspicuous gallantry in saving the lives of eleven persons on the occasion of a train disaster at Spanish River Bridge, near Webbwood. The Minister also understood that the Albert Medal was awarded not only for heroism in the railway service, but on the part of miners and workmen in other branches of industry.

Industrial Accidents in Canada.

The scope of the present resolution might, he thought, well have been extended so as to cover the loss of life occurring not only on the railway service but through industrial accidents in other classes of employment. The Department of Labour had for a number of years past been gathering and compiling statistics of industrial accidents in Canada. These figures were obtained from a great variety of sources, from the press, from labour organizations, from railway boards, and other quarters. A special effort was made in all cases to obtain accurate information.

The statistics showed that in the year 1907, 1353 persons in Canada were killed outright in the course of their employment; in 1908, 1272, and in 1909, 1278, or an average of about 1,300 a year for the years mentioned. These returns were, however, necessarily incomplete, and it was not too much perhaps to say that something like 2,000 working men are killed in Canada each year in the course of their employment, trade, or calling. The number of those whose industrial efficiency is impaired for all time through loss of limb or impairment of health was at least five times the number killed; thus in the course of ten years it may be said that 20,000 men are killed and 100,000 others permanently injured in the course of their employment, a tremendous loss to the nation.

Whilst an effort was being made to conserve the natural resources of Canada, a most worthy object, the conservation of human health and human energy was a matter of equal importance, not only from the point of view of economic wealth but also from that of national strength and well being. To the extent which Mr. Miller's resolution helped to direct public attention to the loss of life through industrial accidents, and the necessity for the State doing all in its power to help reduce this death toll, the Minister thought that Mr. Miller had rendered to the people, and especially to the working classes of Canada, a very great service.

Workmen's Compensation

There was another phase of the question of the subject of industrial accidents, not mentioned in the resolution before the House, to which the Minister said he would like to direct attention. Reference had been made to the fact that compensation for industrial accidents was only obtained, as a rule, as the result of civil action. It was worth while considering whether there was not a necessity for remedying this circumstance.

> "We can say with certainty at this moment that a year hence another 2,000 lives will be swept off the list of workers in Canada, and in another two years there will be 20,000 men whose industrial efficiency will be permanently impaired as a consequence of the callings in which they are engaged. We know that loss of life is incident to a calling itself. If that is so does it not appear that in some way the industry itself should be made to bear what is inevitable to it? Take the case of a railway company with its cars; they allow so much for broken cars or for repairing damage done to cars. I am just throwing out this thought or suggestion because it is a large subject and it would involve much consideration before anything in the shape of legislation could be based upon it, but is it not worth considering whether human life is not entitled to the same amount of protection as is afforded to

what is part of the rolling stock of the company and whether in some way the industry could not be made to bear part of the cost of its inevitable loss of life and limb with the result that those who are left behind, those who belong to the family of the man who may have been killed outright, shall not, in consequence of his death, be put in the position that in order to get some compensation for the loss of his life they must enter upon litigation and add to the distress which they already have? These are the points that I thought I would like to make because I think they are points which are attracting considerable attention among the industrial workers of the country and, having regard for the conservation of human life, for the upbuilding of the strength of the nation as a whole, too much attention cannot be given to a very serious aspect of this very serious question."

Mr. T. W. Crothers (West Elgin) in the course of further discussion upon Mr. Miller's motion, stated that he knew through intercourse with railway men that many of these employés are compelled to serve too long hours, that they have not sufficient time for rest between runs, and that railway men, indeed, are sometimes kept on the go for three or four days with practically no rest, other than what can be obtained whilst the train is on a siding. The railway men of Canada would expect action to be taken, with a view to lessening the appalling death toll in this service.

The debate on Mr. Miller's motion was adjourned on motion of the Prime Minister.

REVIEW OF PARLIAMENTARY PROCEEDINGS AFFECTING LABOUR DURING FEBRUARY, 1911.

REFERENCE has been made in the February number of the *Labour Gazette* to a Bill of Mr. Alphonse Verville (Maisonneuve) respecting hours of labour on public works. Third reading was given to this Bill in the House of Commons, on February 13. The Bill was introduced and read a first time in the Senate on February 16.

Reference has also been made in the February number of the *Labour Gazette* to the Bill of the Minister of Labour to prohibit the improper use of opium and other drugs. The Bill in question, after passing the House of Commons, was introduced in the Senate by the Right Honourable Sir Richard Cartwright, on February 2. The Bill received a second reading in the Senate on February 8, and was considered in Committee of the Whole on February 15. Further consideration of the Bill in Committee of the Whole was postponed until March 8.

On February 20, the House of Commons gave second reading to a Bill of Mr. M. Martin (St. Mary's, Montreal) to amend the Railway Act, with the object of providing for fortnightly payment of wages to all railway employés. A similar Bill was introduced by Mr. Martin at the last session of Parliament, and was referred to the House of Commons Committee on Railways and Canals. Reference was made by Mr. Martin, in the course of a brief debate on the second reading of this Bill, to a petition bearing the signatures of 1,071 railway employés, asking for fortnightly payment of wages. The Prime Minister expressed sympathy with the object of the Bill, and suggested that the third reading should stand over in order that the railway companies might be given a hearing before final action was taken upon this Bill. The Bill was accordingly reported from Committee of the Whole, and stands for third reading.

On February 27, the Minister of Labour presented to the House of Commons a Return to an Order of the House, of the twentieth of February, for "a copy of all applications made by employés of the North Atlantic Collieries for a Conciliation Board, within the past six months, and of all letters, telegrams, documents, statements and other papers and documents touching the same, or having any

relation thereto, including all correspondence received by the Government or any Department of the Government from the said North Atlantic Collieries, or from the employés thereof, touching the matter aforesaid."

In the Senate, bills were introduced by the Right Honourable the Minister of Trade and Commerce providing for the control of terminal grain elevators by a commission, and for an amendment of the Chinese Immigration Act, giving the Governor-in-Council full power to make regulations defining the persons comprised in the various classes entitled to exemption from the head-tax of $500.

The estimates of the Department of Labour for the fiscal year 1911–1912 were under consideration by the House of Commons in Committee of Supply on February 10 and on February 24, respectively. The following votes were adopted:

Conciliation and Labour, including publication, printing, binding and distribution of the *Labour Gazette*, and allowance to correspondents	$27,300
Industrial Disputes' Investigation Act, 1907, including payment of members of Board, witnesses, travelling expenses, &c.	20,000
Combines' Investigation Act	10,000
To provide for the appointment of inspectors in connection with shipping gear, dangerous machinery, railway construction, &c.	5,000

A vote of $25,000 was also adopted for the expenses of the Royal Commission on Industrial Training and Technical Education during the fiscal year 1911-12.

A supplementary estimate of $10,000 required for the work of the Technical Education Commission during the year ending March 31, 1911, was also adopted by the House of Commons in Committee of Supply on February 17.

In connection with the consideration on February 10 and February 24, respectively of the estimates above referred to, reference was made in debate to the terms of settlement of the strike of last summer of conductors, brakemen, baggagemen and yardmen in the train and yard service of the Grand Trunk Railway; also to industrial conditions in the coal fields of Nova Scotia, and more particularly to the existing strike in the mines of the Cumberland Railway and Coal Company at Springhill.

Work of the Technical Education Commission.

In connection with the work of the Royal Commission on Industrial Training and Technical Education the Minister presented to the House a brief statement prepared by Dr. James W. Robertson, Chairman of the Commission, in the following terms:—

"In general the testimony has been that provision for industrial training and technical education, in institutions and industrial establishments, exists in very few places and in them not to an extent adequate to the needs of the industrial population. The testimony indicates that some further opportunities are necessary to enable young men and women, from the ages of fourteen to eighteen, to enter upon the various industrial and productive occupations with such educational qualifications that they may become industrially efficient.

"I. In almost every place representative men have stated that urgent need exists for night classes for boys, after the age of fourteen, who have left the day schools.

"II. The workmen have been practically unanimous in the expression of a desire for opportunities for such a measure of technical education as will enable them to acquire a knowledge of the principles which underlie the processes of their occupations, and also to give the more energetic and ambitious of them a fair working chance to prepare themselves for advancement and promotion.

"III. There has been a unanimous expression of opinion that the several towns need some provision for industrial training and technical education

which, in its general character, shall have an educational value equivalent to the high school or academy courses of study, but which shall be adapted specifically and directly to the needs of those who are to enter upon industrial occcupations; and also to meet the case of those who would like to matriculate into, or enter upon the more advanced work of, technical colleges or agricultural colleges.

"IV. Statements in respect of these four matters have come alike from the representatives of industries, from those who are responsible for educational work, and from the workingmen and women themselves. Not only are they all agreed as to the need for industrial training and technical education, but they have evinced enthusiastic keenness in offering co-operation, towards meeting the need in some adequate manner."

REGULATION OF FOUNDRIES IN THE PROVINCE OF QUEBEC.

UNDER date of January 30, 1911, an order-in-council was passed by the Government of the Province of Quebec having an important bearing on sanitary conditions in foundries. The matter had previously been brought to the attention of the Government by the Provincial Executive of the Trades and Labour Congress of Canada. A copy of the regulations follows:—

Under Article 3832 of the revised Statutes of the Province of Quebec, 1909, it is ordered that the following regulations relating to foundries be approved and declared obligatory throughout the Province of Quebec.

ARTICLE 1.—In future, all entrances to foundries shall be constructed so as to minimize draughts.

ART. 2.—All passageways in foundries shall not be obstructed during the hours of casting.

ART. 3.—Whenever the ordinary means of ventilation in a foundry shall be deemed insufficient by the inspector, the latter may order the installation of suction fans in sufficient number to expel the noxious gas, dust or smoke arising from the work.

ART. 4.—The installation in foundries of furnaces, forges or heaters, shall be prohibited unless ventilation or suction pipes be installed, or any other means suggested by the inspector to expel smoke from the establishment.

ART. 5.—Ventilators shall in future be placed in sufficient number in the roofs of foundries, which must be lighted and heated to the satisfaction of the inspector. Hot water shall be supplied to the employés for washing purposes throughout the period that artificial heating is necessary.

ART. 6.—All open pits around furnaces or any other openings in the floors of foundries shall be surrounded by a railing or covered by a grating to the satisfaction of the inspector. This applies to permanent openings. The stairs leading to furnaces or platforms shall be constructed of iron.

ART. 7.—The placing of medicine-chests for first-aid to the wounded, prescribed by Article 105 of the regulations of industrial establishments, shall in future be compulsory in all the foundries in the Province.

ART. 8.—All establishments wherein cores are made, foundries, blast-furnaces, and where metals are refined, shall be deemed foundries, within the meaning of this regulation.

ART. 9.—The proprietors or agents of all foundries employing more than fifty persons shall have installed a shower-bath room supplied with hot and cold water. The floors of such rooms shall be of cement or other substance suggested by the inspector, and shall be provided with adequate drainage.

CONDITIONS OF EMPLOYMENT IN WESTERN CANADA EMPLOYMENT BUREAUS—REPORT OF SPECIAL COMMITTEE AT WINNIPEG, MAN.

A SPECIAL committee consisting of representatives of the Winnipeg Development and Industrial Bureau, the Trades and Labour Council, and the Ministerial Association, acting with the General Secretary of the Associated Charities, and Mr. Frank Kerr, City, Market, License and Relief Officer of Winnipeg, was appointed recently for the purpose of investigating conditions in connection with employment in the city of Winnipeg in particular, and in the province of Manitoba and the Dominion in so far as they affect the city of Winnipeg.

The Committee recently brought in the following report:—

Your committee find that this question has to be considered under nine headings.

1. Farm employment.
2. Unskilled labour in camps (lumber, logging and construction).
3. Unskilled manual labour in the city of Winnipeg.
4. Unskilled male service in the city (hotel porters, elevator attendants, &c.).
5. Trades.
6. Office help (male and female).
7. Female service (waitresses, housemaids, cooks, in and out of city, in hotels, restaurants, private houses).
8. Unskilled casual chore labour in the city.
9. Unskilled casual female labour (washing, cleaning, &c.).

Your committee agreed that the following conditions are axiomatic when considering employment bureau problems:

1. That an employment agency should be satisfied as to the character of the employer applying, and that his application is a bona fide one.

2. That the health and efficiency of the applicant for employment should be ascertained as far as possible.

3. That every effort should be made to de-casualize and de-seasonalize labour.

4. That adequate knowledge as to the demand and supply, at all points, should be at the disposal of all employment bureaus.

Your committee find the following defects in the present employment system:

1. An improper distribution of harvest labour.

2. An exodus of labourers, who might be permanent in the city or on railway construction, to the harvest field in order to gain a temporary higher wage.

3. Inadequate inspection of conditions in camps.

4. A tendency to rush work to completion during the spring, summer and fall, which might be undertaken during the winter months, thus making a large number of unskilled labourers purely seasonal, with its attendant evils.

5. Able-bodied, young, homeless men filling positions in the city for service which might be filled efficiently by married men partially incapacitated.

6. An influx of office help from Great Britain, for which there is absolutely no justification. An inadequate service for office help; employer and employé depending to a large extent upon the press.

7. An inadequate supply of female help; the majority of agencies supplying same, having little or no guarantee as to the moral atmosphere in which girls will work.

8. Homeless, able-bodied men, capable of filling a continuous demand from country points during the winter months, stealing seasonal labour from married men with wives and children, depending on casual day chores, which would help the latter to make both ends meet. Employers depending as often as four and five days a week on casual help in preference to employing a man permanently.

9. Women with families to look after, with husbands working, going out on day labour to supplement income, instead of taking care of their children.

Your committee was unanimous in feeling that the Dominion Government would eventually realize the necessity of operating government employment bu-

reaus throughout the length and breadth of the land; for the time being, they feel strongly that the provincial government should be approached, with a view to establishing a system of labour bureaus for all classes of labour, with headquarters in Winnipeg and Brandon.

Your committee call your attention to the fact that the province of Quebec has recently established a system of employment bureaus with headquarters in Quebec.

Your committee recommends that before any steps should be taken to alter present conditions, the provincial government should be approached with a view to their taking action at this session of the legislature.

Should the provincial government be unwilling to consider the matter your committee feels that a considerable improvement can be made along the following lines:

1. Make licensed intelligence offices responsible for producing a written order from an employer in case of a dispute. failure on the part of intelligence offices to do same, placing the responsibility upon intelligence offices.

2. That civic contracts should be let and work done on the basis that such work as can be done, at even a slightly higher cost, in winter, should be done then instead of summer, in order to secure work for unskilled labourers, continuous employment throughout the year.

3. To meet the inadequate service for office help, your committee would recommend that the Young Men's Christian Association should operate a bureau for this purpose.

4. That a civic employment bureau for casual labour for male and female should be operated, which would be no hardship to the intelligence offices, in so far as they did not busy themselves with this kind of employment. That all charitable organizations should be prohibited from operating casual employment bureaus, but should co-operate with the civic bureaus, allowing their offices to be used as districts wholly responsible to the civic office—that this casual civic employment bureau should also act as an information bureau in regard to all other kinds of employment, directing the uninitiated applying as to where and how he can secure employment.

THE EXPLOSIVES INDUSTRY IN CANADA.

A REPORT on the explosives industry in Canada by Captain A. Desborough, H. M. Inspector of Explosives, has been issued by the Mines' Branch of the Department of Mines, of Canada. The Report begins with a brief statement of the principles upon which British regulations are based. These provide that no explosive may be manufactured in or imported into the United Kingdom for sale until it has been examined by the chemical advisers of the Explosives' Department and authorized by them. Explosives can only be manufactured in an authorized place, in buildings of specified construction, erected at safe distances from each other and from other buildings. The maximum number of persons allowed to work in a building for the manufacture of explosives is from two to six, according to the nature of the building. Since these regulations were put in force, it is stated that no member of the general public has been killed, and no dwelling house has sustained any serious structural damage by an explosion in any factory. The annual death rate among the employés has been for a considerable number of years well below one per 1,000.

The following are among the most important recommendations made in the Report for adoption in Canada: (1)the authorization of explosives as in England; (2) the licensing of factories, so as to limit the amount of explosives allowed to be present in a building, the types of construction of the buildings, the number of people allowed to work in each building, and the nature of the operations to be carried on in them; (3) the control of the storage of explosives. For this purpose buildings of a certain type of reinforced concrete are

stated to have given the best results; (4) control of transportation. Regulations have been made by the Railway Commissioners governing the transportation by rail of explosives in bulk, but as it is generally certain that there is a traffic in explosives in small quantities, it is suggested that this matter be taken up with the Railway Commissioners. In Great Britain, small quantities of explosives, if packed in a special manner are transported by the railways in cars loaded with other freight. (5) Control of importation. Before any explosive is imported into the Dominion, a sample should be submitted for authorization, and subsequent importations should be kept in a licensed place of storage until tested and approved by the Department. (6) Inspection and Sampling. There should be frequent inspections of the factories and magazines, and frequent tests of the explosives, to see that the standard is being maintained and that the explosives have not deteriorated through prolonged storage. (7) Establishment of testing station. In addition to the chemical laboratory, it will be necessary to establish a station for the testing of explosives for use in coal mines, with apparatus for the testing of safety lamps. (8) Accidents in explosives' factories. It should be obligatory for the occupants of these factories to report as soon as possible all accidents which occur either by fire or explosion, even where no personal injuries are sustained, and to leave things untouched, as far as practicable, in case it should be deemed advisable by the Department to have the circumstances of the accident investigated officially. (9) Accidents in storage, transportation and use of explosives should also be reported and kept on record.

INDUSTRIAL ACCIDENTS DURING THE MONTH OF FEBRUARY, 1911.

Under this heading, account is taken of such accidents only as were sustained by workmen in the course of their employment, and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the Labour Gazette. The department is also indebted to the Bureau of Mines of Ontario and British Columbia, to the office of the factories' inspector of the Province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 264 individual work people in Canada, during the month of February, 1911, were reported to the Department of Labour. Of these, eighty-four were fatal and 180 resulted in serious injuries. In addition, four fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before February, 1911.

In the preceding month there were eighty-two fatal and 201 non-fatal accidents reported, a total of 283, and in February, 1910, there were forty-one fatal and 196 non-fatal accidents, a total of 237. The number of fatal accidents reported in February, 1911, was therefore two more than in the preceding month, and forty-three more than in February, 1910,. The number of non-fatal accidents reported in February, 1911 was twenty-one less than in the preceding month, and sixteen less than in February, 1910. Altogether, there were nineteen less industrial accidents reported in February, 1911, than in the preceding month, and twenty-seven more than in the same month of the preceding year.

Of 135 returns received during the month, giving the ages of the victims of industrial accidents, twelve referred to persons under twenty-one years of age, fifty-four to persons between twenty-one and forty-five, and twelve to persons over forty-five. Fifty-seven persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month, by industries and trades:—

STATEMENT OF ACCIDENTS DURING FEBRUARY 1911, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed.	Injured.	Total
Agriculture	14	12	26
Fishing and hunting	2	.....	2
Lumbering	15	12	27
Mining	8	12	20
Building trades	3	7	10
Metal trades	7	42	49
Woodworking trades	3	18	21
Printing trades	.....	1	1
Clothing trades	.....	2	2
Food and tobacco preparation	1	5	6
Railway service	24	26	50
Navigation	.....	2	2
General transport	.....	14	14
Civic employés	2	13	15
Miscellaneous	1	8	9
Unskilled labour	4	6	10
Total	84	180	264

Nature of Fatalities and Accidents.

The disasters of the month involving more than one fatality were: The death of five train hands in a railway collision at Paris, Ont.; the killing of five railway construction hands by an explosion of dynamite at Kitselas, B.C.; the scalding to death of three pulp mill workers at Hawkesbury, Ont.; the running over by train of two sectionmen at Glencoe, Ont.; the drowning of two fishermen off the coast of Nova Scotia; the death of two railway employés respectively in a collision at New Germany, N.S., and in a derailment of a snow plough at Guelph, Ont.

Disastrous Railway Collision near Paris, Ont.

On February 4, the west-bound passenger train, No. 39, on the Buffalo-Goderich branch of the Grand Trunk railway, running from Buffalo to Goderich, met light engine No. 629, near Paris, Ont. In the collision, the engineer, fireman, express messenger, baggageman and mail clerk on the former train were instantly killed, and three other trainmen seriously injured. A coroner's inquest was held at Princeton, and the verdict rendered was:—

"The jury is unanimous that Conductor Wm. Meecham and Engineer Robert Earith, in charge of the engine 629, were responsible for the wreck in collision with the regular, No. 39, which caused the death of Peter McFarlane and others."

Disastrous Powder Explosion at Kitselas, B. C.

On February 12, five men were killed and two severely injured as the result of the explosion of a box of powder in a small tunnel on the Grand Trunk Pacific Railway, at Kitselas, B.C.

Three Workman Scalded to Death at Hawkesbury, Ont.

On February 22, by the opening of the door of a boiler by a workman in the Riordan pulp mill at Hawkesbury, Ont., an outburst of steam and boiling water occurred, and the workman in question, with two others, were scalded to death, a fourth worker receiving probably fatal injuries.

Killing of Two Sectionmen at Glenavon, Sask.

In a blizzard which occurred on February 12, two sectionmen returning to Glenavon, Sask., on a hand-car, were run over by an extra Canadian Northern Railway train and were instantly killed.

Railway Wreck Near New Germany, N. S.

On February 24, the Halifax and South Western Railway train from Middleton for Lunenburg was derailed. In the wreck a brakeman and baggagemaster were killed. The coroner's jury called to investigate the disaster rendered the following verdict:—

"We, the jury, formed to inquire into the cause of the death of the victim in the disaster on the Halifax and South Western Railway, near New Germany Junction, find the bodies to be those of Lothard Sargent and Oren McLaughlin, and that they came to their death between the hours of eight and nine o'clock, on the night of February 24, 1911, by derailed cars falling upon them, the cause of the derailment being unknown to us.

"But we are of the opinion that it was caused by rotten railway ties.

"We would urge that the force of section men should be strengthened, and further, we strongly protest against the

Company attaching passenger coaches to long trains and heavy freight trains.

"We would further suggest that the occasional rotten ties mentioned in the evidence should be removed and replaced by new ones."

Drowning of Two Fishermen off the Coast of Nova Scotia.

On February 2, off the coast of Nova Scotia, two fishermen left the fishing schooner *Conqueror* in a dory to set trawls when their vessel carized and they were both drowned.

Fatal Derailment of Snow Plough Near Guelph, Ont.

By the overturning of a snow-plough on the Canadian Pacific Railway, near Guelph Junction, Ont., two workmen operating it were killed.

Record by Industries and Trades.

Agriculture.—There were fourteen fatal and twelve non-fatal accidents in this industry during February, 1911, compared with sixteen fatal and twenty non-fatal accidents in January last, and six fatal and twenty non-fatal accidents in February, 1910. Of the fatal accidents three respectively were due to machinery and to being run over, two each to live stock, drowning and exposure, and one each to falling material and to a runaway. Four respectively of the non-fatal accidents were due to falls, to live stock and to machinery.

Fishing and hunting.—Two fishermen were drowned during February. In the preceding month there were three fatalities and one in February of last year.

Lumbering.—There were fifteen workers killed and twelve injured during the month under review, compared with three killed and nineteen injured in the month before, and three killed and eleven injured in February, 1910. Of the deaths four were caused by machinery, three respectively by an explosion of a boiler, by falling material and by burns or scalds, and one each by a fall and by being run over. Of the injuries, seven were caused by falling material, four by machinery and one by burns or scalds.

Mining.—In this industry eight were killed and twelve injured during last February, as against seventeen killed and eight injured in the previous month, and six killed and eighteen injured in February, 1910. Three of the fatalities were due to falls, two each to falling material and to explosions of dynamite, and one to being run over. Five of the injuries were due to being run over, three each to explosions of dynamite or powder, and to falling material, and one to an explosion of gas.

Building trades.—In this group three workers met death by accident and seven were injured. In the month of January, 1911, the record was four killed and fifteen injured, and in February of last year eleven injured. Two of the fatal accidents were caused by falls and one by falling material. Of the non-fatal accidents four were caused by falls, two by falling material and one by flying material.

Metal, engineering and shipbuilding trades.—In these trades there were seven workmen killed and forty-two injured, compared with six killed and thirty-five injured in the preceding month, and six killed and thirty-seven injured in February, 1910. Three of the fatalities were due to machinery, two to falls and one each to an elevator and to being caught between cars. Of the injuries, fifteen were due to falling material, eight to molten metal, seven to machinery, four respectively to falls and to burns or scalds, two to flying material, and one each to being caught between cars and to an explosion of gas.

Woodworking trades.—Three woodworkers were killed in February and eighteen injured, as against thirteen injured the month before, and ten injured in February, 1910. The three fatalities were caused respectively by flying material, by machinery and by an elevator. Fifteen of the injuries were caused by machinery, and one each by flying material, by an elevator and by a fall.

Printing trades.—A stereotyper was injured by molten metal during Febru-

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TABLE OF FATAL ACCIDENTS DURING THE MONTH OF FEBRUARY, 1911.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Agriculture—				
Farmer	St. Placide, Que	Feb. 1	1	Kicked by horse.
"	St. Catharines, Ont	" 1	1	Rupture of artery.
"	Chatham, Ont	" 8	1	Caught in hay press.
"	Chatham, N.B	" 11	1	Kicked by horse.
"	Malbaie, Que	" 11	1	Drowned; fell into well.
"	Grandview, Man	" 9	1	Frozen to death.
"	Red Deer, Alta	" 8	1	Frozen to death.
"	Ste. Philomène, Que	" 21	1	Tree fell on him.
"	Emily Township, Ont	" 6	1	In a runaway.
"	Yarmouth Township, Ont	" 22	1	Run over by train at crossing.
"	Lobo, Ont	" 22	1	Run over by train at crossing.
Grainelevator employé	Indian Head, Sask	" 5	1	Caught in machinery.
Farmer's wife	North Portal, Sask	" 17	1	Drowned; fell into cistern.
Cattle dealer	St. Thomas, Ont	" 21	1	Run over by train at crossing.
Hunting and fishing—				
Fishermen	Off Nova Scotia	" 13	2	Drowned; dory upset.
Lumbering—				
Saw mill hand	Bury, Que	" 6	1	Caught in shafting.
" (engineer	Jordan River, B.C	" 7	1	Run over by engine.
"	St. Lazare, Que	" 20	1	By fall from load of logs.
"	St. Damien, Que	" 16	3	By explosion of boiler.
"	Montreal, Que	" 23	1	Fell on circular saw.
"	Masham, Que	" 22	1	Fell on circular saw.
"	Brandon, Man	" 11	1	Caught in pulley.
Logger	Salmon Arm, B.C	" 6	1	Tree fell on him.
"	Glencoe, Ont	" 1	1	Tree fell on him.
"	Edmonton, Alta	" 22	1	Tree fell on him.
Pulp mill workers	Hawkesbury, Ont	" 21	3	Scalded to death.
Mining—				
Miner	Stellarton, N.S	" 3	1	By falling mine timber.
"	Fernie, B.C	" 8	1	Run over by mine train.
"	Cobalt, Ont	" 16	1	By explosion of dynamite.
"	Asbestos, Que	" 20	1	Fell 60 feet.
"	New Michel, B.C	" 20	1	Falling material.
"	Phoenix, B.C	" 1	1	Fell into chute.
"	Britannia, B.C	" 21	1	Overcome by powder gas.
"	Rossland, B.C	" 19	1	Fell down shaft.
Building trades—				
Roofer	Hamilton, Ont	" 6	1	Fell 65 feet.
Bricklayer	Ottawa, Ont	" 11	1	Fell from platform.
Builders' labourer	Montreal, Que	" 15	1	By falling brick.
Metal trades—				
Watchman in wire works	Hamilton, Ont	" 6	1	Fell in elevator shaft.
Electrical worker	St. Johns, Que	" 5	1	Fell 10 feet; skull fractured.
Stationary engineer	Toronto, Ont	" 14	1	By machinery.
Steel plant worker	Hamilton, Ont	" 10	1	Crushed between cars.
Iron worker	Toronto, Ont	" 16	1	Fell from a ladder.
"	Toronto, Ont	" 13	1	Found dead; injured by engine.
"	Hamilton, Ont	" 28	1	Caught in shafting.
Woodworking trades—				
Chair factory hand	Danville, Que	" 7	1	By flying material.
Sash factory hand	Brantford, Ont	" 13	1	Caught in belting.
Furniture factory hand	Montreal, Que	" 25	1	Fell in elevator shaft.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F. No. 89

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF FEBRUARY, 1911.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Food and tobacco preparation—				
Milkman	Cobalt, Ont.	" 13	1	Run over by train.
Railway service—				
Engineer	Swift Current, Sask.	" 3	1	In a derailment.
"	Oxford, Ont.	" 4	1	Head on collision.
Fireman	Oxford, Ont.	" 4	1	Head on collision.
Brakeman	Westmount, Que.	" 3	1	Run over by train.
"	New Germany, N.S.	" 24	1	Derailment.
"	College Bridge, N.B.	" 24	1	Run over by train.
"	Finch, Ont.	" 28	1	Run over by train.
Baggageman	Oxford, Ont.	" 4	1	Head on collision.
"	New Germany, N.S.	" 24	1	Derailment.
Sectionman	Valleyfield, Que.	" 27	1	Run over by train.
Roadmaster	Moose Jaw, Sask.	" 5	1	In rear end collision.
Sectionman	Woodstock, Ont.	" 22	1	Run over by train.
Sectionmen	Carlsburg, Sask.	" 13	2	Handcar struck by train.
"	Guelph, Ont.	" 14	2	In head on collision.
"	Fraserville, Que.	" 9	1	Run over by train.
Express Messenger	Oxford, Ont.	" 4	1	Head on collision.
Member of survey party	Athabasca River, Alta.	" 7	1	Frozen to death.
Construction hands	Kitzelas, B.C.	" 13	5	Premature explosion of powder.
Yardman	Montreal, Que.	" 27	1	Run over by train.
Public employés—				
Mail clerk	Oxford, Ont.	" 4	1	In head on collision.
Civic power house employé	Calgary, Alta.	" 22	1	Electrocuted.
Miscellaneous trades—				
Boarding house keeper	Montreal, Que.	" 12	1	Smothered during burning of house.
Unskilled labour—				
Labourer	Todd Inlet, B.C.	" 6	1	Explosion of dynamite.
"	Montreal, Que.	" 7	1	Run over by train.
"	Valleyfield, Que.	" 23	1	By cave-in of stone.
"	Lake Bunsten, B.C.	" 23	1	By falling rock.

FATAL ACCIDENTS HAPPENING IN THE PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN FEBRUARY, 1911.

Miner	Sydney, N.S.	Jan. 30	1	By falling material.
"	Coal Creek, B.C.	" 29	1	Kicked by horse.
"	Cobalt, Ont.	" 26	1	Fell down shaft.
Brakeman	Thamesville, Ont.	" 30	1	In rear end collision.

ary. Two workers were injured the month previous, and in February, 1910, one was killed and two injured.

Clothing trades.—Machinery and an explosion of gas injured each a workman during February. There were no accidents in January, 1911, and one worker was injured in February of last year.

Food and tobacco preparation.—A milkman was run over by a railway train in February and killed, and five others were injured. In the month before the record

was two killed and eight injured, and in February, 1910, one killed and six injured. Of the five injuries above mentioned, two were due to explosions of steam, and one each to a fall, to burning and to machinery.

Railway service.—In February under review twenty-four railway employés met death by accident and twenty-six were injured, compared with twenty killed and twenty-nine injured in January last, and six killed and thirty-one injured in February, 1910. Nine workers were killed by being run over, six by collisions, five by an explosion of powder, three by derailments and one by exposure. Nine of the injuries were caused by derailments, six by falls, five by being run over, two by collisions and one each by being caught between cars, by being struck by a passing object, by falling material and by an explosion of gasoline.

Navigation.—Falling material injured two workmen in February, 1911, two workers were killed in the preceding month, and in February, 1910, two workers were killed and three injured.

General transport.—In February, fourteen workers were injured,six through falling material, three through live stock, two each through a collision and a fall, and one through flying material. The month before, one worker was killed and fourteen injured, and in February, 1910, two were killed and seven injured.

Public employés.—Two of these employés were killed during February, 1911, and thirteen injured, compared with five injured the month before and two killed and eleven injured in February, 1910. One of the accidental deaths was due to electric shock, and the other to a collision. Four of the injuries were due to falls, three to exposure, two to collisions, and one each to falling material, an explosion of gas, to an elevator and to machinery.

Miscellaneous.—One fatality caused by asphyxiation and eight injuries caused, three by machinery, and one respectively by a fall, by falling material, by flying material, by an elevator and by a runaway occurred in February last, as against two killed and eight injured in the preceding month, and three killed and eleven injured in February, 1910.

Unskilled labour.—During February, four labourers were killed and six injured, compared with four killed and twenty injured in January last, and two killed and ten injured in February, of last year. Two of the fatal accidents were due to falling material, and one each to an explosion of dynamite and to being run over. Three of the non-fatal accidents were due to falling material and three to falls.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

Homestead Entries during January, 1911.

The following statement shows the number of homestead entries made during the month of January, 1911, as compared with January, 1910.

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF JANUARY, 1911, AS COMPARED WITH JANUARY, 1910.

AGENCY.	MANITOBA.		SASKATCHEWAN.		ALBERTA.		BRITISH COLUMBIA	
	1911	1910	1911	1910	1911	1910	1911	1910
Battleford			62	83				
Brandon	2	5						
Calgary					167	247		
Dauphin	47	69						
Edmonton					207	233		
Estevan			21	34				
Humboldt			59	103				
Kamloops							6	11
Lethbridge					54	999		
Medicine Hat			32		75			
Moose Jaw			115	403				
New Westminster								1
Peace River					4			
Prince Albert			44	83				
Regina			8	25				
Red Deer					61	79		
Saskatoon			120	161				
Swift Current			119					
Winnipeg	95	78						
Yorkton			62	84				
Total	144	152	642	976	568	1,558	6	12

Total number of homestead entries for January, 1910.....2,698
" " " 1911.....1,360

Net decrease for January, 1911.....1,338

Lands Patented.

An abstract of Letters Patent covering Dominion lands, situate in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory issued by the Department of the Interior, during January, 1911, as compared with January, 1910, was as follows:

Nature of Grant.	January, 1911.	
	No. of Patents.	No. of Acres.
Alberta Railway and Irrigation Company's sales	6	1,663.50
British Columbia homesteads	7	867.30
British Columbia sales	13	1,143.58
Coal lands' sales	3	206.525
Coal surface sales	2	49.75
Commutation grants		
Homesteads	1,915	302,836.154
Hudson's Bay Company	2	260.00
License of occupation	3	36.09
Military homesteads	1	320.00
Mineral rights (9,493.88 acres)	34	
North-west half-breed grants	14	2,461.09
Quit claim, special grants (320 acres)	2	
Railways:—		
Canadian Northern Railway	13	72.57
Canadian Pacific Railway grants	2	1.32
Canadian Pacific Railway grants, Souris Branch	3	673.80
Canadian Pacific Railway roadbed and station grounds		
Grand Trunk Pacific Railway	27	457.26
Manitoba South Western Colonial Railway		
Qu'Appelle Long Lake and Saskatchewan Railway and Steamboat Co		
Sales	57	7,035.975
School lands' sales	28	3,445.04
Special grants	23	303.607
Yukon Territory sales	5	186.63
Totals	2,160	322,200.19

In January, 1910, the number of patents issued was 1,881, covering an area of 309,278.67 acres, showing an increase for the month of January, 1911, of 279 in the number of patents issued, and of 12,921.52 acres in the area patented.

During the months of December, 1910, and January, 1911, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

BRITISH EMIGRATION DURING JANUARY, 1911 AND 1910.

	NATIONALITY.															
	English.		Welsh.		Scottish.		Irish.		British Colonial.		Total British Subjects.		Foreign.		Total.	
	1911.	1910.	1911.	1910.	1911.	1910.	1911.	1910.	1911.	1910.	1911.	1910.	1911.	1910.	1911.	1910.
January, 1911	2,034	1,692	37	66	399	446	80	34	76	46	2,626	2,284	684	1,277	3,310	3,561
	1910.	1909.	1910.	1909.	1910.	1909.	1910.	1909.	1910.	1909.	1910.	1909.	1910.	1909.	1910.	1909.
December, 1910	2,195	1,564	31	19	600	468	57	36	109	31	2,292	2,118	1,229	1,326	4,221	3,444
During calendar year 1910, compared with 1909	106,185	59,052	2,139	1,189	35,574	18,243	6,367	4,106	6,800	3,117	157,065	85,887	39,153	27,431	196,218	113,318

The following table gives a detailed return of the total immigration to Canada, from April to November, 1910, compared with that of the corresponding months of 1909.

TOTAL IMMIGRATION TO CANADA FROM APRIL TO NOVEMBER, 1910, COMPARED WITH THAT OF THE CORRESPONDING MONTHS OF 1909.

	1909–1910.				1910–1911.				INCREASE.				Percentage of Increase %
	Males.	Females	Children	Totals	Males	Females	Children	Totals	Males	Females	Children	Totals	
April:													
Via ocean ports	8,057	2,021	1,550	11,628	19,420	4,811	3,588	27,819	11,363	2,790	2,038	16,191	139
From United States	7,642	2,361	2,606	12,609	11,924	3,951	4,488	20,363	4,282	1,590	1,882	7,754	61
Totals	15,699	4,382	4,156	24,237	31,344	8,762	8,076	48,182	15,645	4,380	3,920	23,945	99

MAY:													
Via ocean ports	10,513	4,283	3,127	17,923	20,856	7,329	5,210	33,395	10,343	3,046	2,083	15,472	86
From United States	7,115	1,925	2,067	11,107	8,508	2,938	2,748	14,194	1,393	1,013	681	3,087	28
Totals	17,628	6,208	5,194	29,030	29,364	10,267	7,958	47,589	11,736	4,059	2,764	18,559	64
JUNE:													
Via ocean ports	6,302	3,030	2,329	11,661	13,437	6,020	4,182	23,639	7,135	2,990	1,853	11,978	103
From United States	5,638	1,828	1,742	9,208	6,275	2,486	2,182	10,943	637	658	440	1,735	19
Totals	11,940	4,858	4,071	20,869	19,712	8,506	6,364	34,582	7,772	3,648	2,293	13,713	66
JULY:													
Via ocean ports	4,529	2,326	1,915	8,770	8,630	4,363	3,026	16,019	4,101	2,037	1,111	7,249	83
From United States	4,558	1,629	1,156	7,343	5,464	2,046	1,689	9,199	906	417	533	1,856	25
Totals	9,087	3,955	3,071	16,113	14,094	6,409	4,715	25,218	5,007	2,454	1,644	9,105	57
AUGUST:													
Via ocean ports	3,558	2,213	1,546	7,317	7,258	4,201	2,828	14,287	3,700	1,988	1,282	6,970	95
From United States	5,148	1,560	1,308	8,016	6,974	1,886	1,630	10,490	1,826	326	322	2,474	31
Totals	8,706	3,773	2,854	15,333	14,232	6,087	4,458	24,777	5,526	2,314	1,604	9,444	62
SEPTEMBER:													
Via ocean ports	3,276	2,352	1,520	7,148	6,540	4,373	2,865	13,778	3,264	2,021	1,345	6,630	93
From United States	5,283	1,533	1,366	8,182	6,880	1,780	1,596	10,256	1,597	247	230	2,074	25
Totals	8,559	3,885	2,886	15,330	13,420	6,153	4,461	24,034	4,861	2,268	1,575	8,704	57
OCTOBER:													
Via ocean ports	3,715	2,451	1,866	8,032	6,017	4,491	3,084	13,592	2,302	2,040	1,218	5,560	69
From United States	5,888	1,838	1,502	9,228	6,123	1,863	1,815	9,801	235	25	313	573	6
Totals	9,603	4,289	3,368	17,260	12,140	6,354	4,899	23,393	2,537	2,065	1,531	6,133	36
NOVEMBER:													
Via ocean ports	2,935	1,690	1,164	5,789	3,866	2,543	1,780	8,189	931	853	616	2,400	41
From United States	3,669	1,403	1,223	6,295	4,167	1,632	1,408	7,207	498	229	185	912	14
Totals	6,604	3,093	2,387	12,084	8,033	4,175	3,188	15,396	1,429	1,082	801	3,312	27
Grand Totals	87,826	34,443	27,987	150,256	142,339	56,713	44,119	243,171	54,513	22,270	16,132	92,915	62

Nationalities of Homesteaders.

The nationalities of homesteaders during January, 1911, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, were as follows:—

NATIONALITIES.	PROVINCES.				
	Manitoba.	Saskatchewan	Alberta.	British Columbia.	Total.
Canadians from Ontario	4	42	54	1	101
" Quebec	2	9	14	.....	25
" Nova Scotia	.....	2	2	.....	4
" New Brunswick	.....	2	6	.....	8
" Prince Edward Island	.....	2	2	.....	4
" Manitoba	24	21	5	.....	50
" Saskatchewan	.....	102	4	.....	106
" Alberta	.....	2	37	.....	39
" British Columbia	.....	.....	2	1	3
Persons who had previous entry	32	23	61	.....	116
Newfoundlanders	.....	.....	.....	.....	.....
Canadians returned from the United States	3	11	3	.....	17
Americans	12	143	155	1	311
English	18	125	77	3	223
Scotch	4	19	18	.....	41
Irish	.....	2	8	.....	10
French	6	6	1	.....	13
Belgians	1	2	4	.....	7
Swiss	2	.....	2	.....	4
Italians	.....	.....	2	.....	2
Roumanians	.....	4	.....	.....	4
Syrians	.....	1	.....	.....	1
Germans	2	6	13	.....	21
Austro-Hungarians	24	57	45	.....	126
Hollanders	1	.....	3	.....	4
Danes (other than Icelanders)	.....	1	3	.....	4
Icelanders	1	3	.....	.....	4
Swedes	4	11	14	.....	29
Norwegians	.....	17	17	.....	34
Russians (other than Mennonites and Doukhobors)	4	26	15	.....	45
Mennonites	.....	.....	.....	.....	.....
Doukhobors	.....	.....	.....	.....	.....
Chinese	.....	.....	.....	.....	.....
Japanese	.....	.....	.....	.....	.....
Persians	.....	1	.....	.....	1
Australians	.....	1	1	.....	2
New Zealanders	.....	.....	.....	.....	.....
Servians	.....	1	.....	.....	1
Total	144	642	568	6	1,360

Number of souls represented by above entries 3,038.

Of 328 homestead entries made during January, 1911 by persons coming from the United States, there were 108 from North Dakota, fifty-three from Minnesota, and twenty-eight from South Dakota.

Note.

The Assistant Superintendent of Immigration for Canada, who has recently returned from Europe, states that the outlook for emigration to Canada was never more promising than it is this year. The inquiries at the Department's offices in London, Birmingham, Belfast, Dublin, Aberdeen, York and other places are much greater than ever before at this season. The various booking agents also report heavy inquiries. In some cases steerage accommodation is sold out until May, and second-cabin bookings are also exceptionally heavy.

Regulation re Entry of Railway Labourers.

In order to meet the demand for railway labourers in Canada last year the regulations relating to money qualifications and "continuous journey" were relaxed for a certain period. This year, railway labourers going to assured permanent employment at construction will be admitted to Canada from May 1 until September 30, both dates inclusive, irrespective of money qualifications or continuous journey, provided they are natives or citizens of the countries, or some one of the countries, in which immigration effort is made by Canada, i.e, Great Britain, Ireland, France, Belgium, Holland, Germany, Denmark, Iceland, Norway, Sweden, Switzerland or the United States of America, and provided also, that the immigrants are suited to railway work and are in all other respects desirable, have sufficient money to carry them to the work for which they have been engaged, and documentary or other sufficient evidence of definite employment to go to. On October 1, 1911, this relaxation of the regulations will come to an end, without further notice.

WAGES OF FARM HANDS AND VALUE OF BOARD THROUGHOUT CANADA, 1909 AND 1910.

The following table showing average wages of farm help including board and the average value of board per month throughout Canada in the years 1909 and 1910 was issued by the Census and Statistics Monthly of the Department of Agriculture during February.

Provinces.		Average wages of farm help including board.				Average value of board per month.	
		Per month summer season.		per year			
		Males	Females	Males	Females	Males	Females
Canada	1909	$33.69	$19.08	$336.29	$206.08	$10.00	$ 8.00
	1910	35.15	20.70	347.70	209.69	12.49	9.56
Prince Edward Island	1909	25.27	13.87	226.47	144.27	8.00	6.00
	1910	26.60	15.00	244.89	149.25	10.15	7.60
Nova Scotia	1909	31.20	15.00	310.85	165.13	10.00	7.00
	1910	33.70	16.90	321.30	175.60	11.50	7.90
New Brunswick	1909	32.59	16.02	239.55	172.13	10.00	8.00
	1910	33.90	16.70	289.40	151.65	11.25	7.50
Quebec	1909	33.33	16.75	330.97	176.89	10.00	8.00
	1910	36.40	18.98	313.41	177.94	11.56	8.00
Ontario	1909	31.52	18.22	331.56	203.37	10.00	8.00
	1910	31.40	20.10	335.84	211.10	12.00	9.60
Manitoba	1909	35.95	23.97	365.55	261.84	11.00	9.00
	1910	40.00	25.00	400.00	282.00	14.70	11.30
Saskatchewan	1909	38.30	24.23	389.90	263.86	16.00	10.00
	1910	40.00	24.50	402.50	263.60	14.00	13.00
Alberta	1909	40.08	26.16	421.62	285.12	15.00	12.00
	1910	40.00	27.50	416.00	300.00	16.70	13.90
British Columbia	1909	45.50	25.27	428.33	265.00	15.00	10.00
	1910	57.40	38.00	.....	.....	20.00	17.00

RETAIL PRICES OF STAPLE ARTICLES OF

The accompanying table sets forth the retail prices prevailing on, or about, the fifteenth day of the month preliving in the leading centres of industry throughout Canada.

The list of commodities includes twenty eight varieties of food, with fuel and coal oil. In addition a statement usually occupied by workingmen.

The exact quality for which the quotation is given is set forth in the case of each commodity, and every care may be available for purposes of comparison.

The list of localities includes nearly every place having a population of 10,000 people, and is representative of

The quotations contained in the table have been furnished by the correspondents of the *Labour Gazette* in the the Department.

RETAIL PRICES OF STAPLE

LOCALITY.	Beef.		Veal, forequarter, per lb.	Mutton, hindquarter, per lb.	Pork.		Bacon, best smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure, per lb.	Eggs.		Milk, per quart.	Butter.		Cheese.		Bread.		Flour, strong bakers, per lb.	Rolled Oats, per lb.
	Sirloin steak, best, per lb.	Medium chuck, per lb.			Fresh roasting, per lb.	Salt, per lb.				New laid, per doz.	Packed, per dozen.		Dairy tub, per lb.	Creamery prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.		
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	lb.	cts.	cts.	cts.
Nova Scotia—																				
Sydney	18	14	12–15	12–15	16	16	22	16	17	....	32	8	27	32	18	....	1	6	3½	4
Westville	15	12	8	14	16	16	22	6	18	35	30	7	28	30	16	....	3	4⅔	4	4
Halifax	22	12–15	8-10	15–18	15	14	20–22	5–15	22	40	35	8	28	35	17	17	1½	4⅔	3½	4
Amherst	20	16	....	12–14	16–18	16	24	12–20	18	35	32	7	27	30	16	16	1½	4⅔	3⅓	3½
Prince Edw. Isd.																				
Charlottetown	14–16	10–14	....	12	14	8–12	20–23	8–10	20	30	26	5	25	27	18	16	2	3½	3¼	4
New Brunswick																				
Moncton	18	14	....	14	16	16	23	6–18	20	35	30	7	24	28	....	17	2	4	3½	4
Newcastle	18	13	8	14	18	15	20	7	18	35	30	7	30	35	17	....	2½	3½	4	4
St. John	22	12–14	10–12	16	14–15	16	20	7–16	20	35	30	7	23	32	16	18	1½	5⅓	3½	4
Quebec—																				
Quebec	13–16	12–14	13–14	13	15	16	18–20	8	20	35–40	26–30	10	24–27	26–30	16–18	15	6	3⅓	3	5
Three Rivers	18	15	15	15	14	15	22	8–12	15	45	35	8	27	28	20	18	6	3	3⅔	4
Sherbrooke	20–22	15	....	18	15	15	16–18	10–12	15	30–35	28	7	23–24	28–30	16–18	....	1	5	3	4
St. Hyacinthe	15	12	10	12	15	18	16–20	7–10	18	30	35	7	30	30	16	18	6	3	3½	5
Sorel	15	12	15–18	15	15	16	20	7–10	18	35	26	8	28	28	16	....	6	3	3	5
St. Johns	18	15	18	20	16	15	20–22	8–15	20	35	....	7	26	28–30	18	....	6	3	3	4
Montreal	18–15	12	14	16–18	16	15	20	6–15	20	45	30	8	24	27–30	18	20	4	3⅔	3½	4
Maisonneuve	16	14	9	12	12	14	18	8–20	20	40	23	8	26	28	18	16	3	4⅔	4	4
Hull	14	12	....	10	9	12½	20	8–12	18	35	30	8	26	28	16	....	6	3⅔	3	3
Ontario—																				
Ottawa	18	12½	12½	18	15	16	20	15	19	35	30	8	25	30	16	....	3	3⅔	3½	4
Kingston	20	15	10	15	15	18	23	12½	18	38	35	6	24	29	16	13–15	3	3½	3	5
Peterborough	20	12½	12½	15	17	15	20	15	20	30	25	6	25	30	20	17	2	5	3	5
Toronto	20–22	7½–10	6½–9	10–12	17	15	20	14–16	16	30–32	23	9	25	33	16–17	....	2½	4	3	3
St. Catharines	18	11	12½–15	15	15–17	15	22–26	12½–15	16–17	26–28	20	7	25	30	18	15	3	5⅔	3	3½

CONSUMPTION, CANADA, DURING FEBRUARY, 1911.

ceding the present issue of the *Labour Gazette*, of the more important staple commodities entering into the cost of is given of the rental of a representative workingman's dwelling of the better class in the quarter of each locality, has been taken to ensure that the quotations in each case refer to the same class of commodity, in order that the statistics every Province in the Dominion.
respective localities, under detailed instructions as to sources of information, quality of goods to be quoted, etc., from

DEPARTMENT OF LABOUR CANADA.
RETAIL PRICES: TABLE, No. 14.

COMMODITIES, CANADA, FEBRUARY, 1911.

Rice, good, medium, per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar.		Tea.		Coffee, medium, Mocha, per lb.	Potatoes, per bag of 1½ bushel.	Vinegar, White Wine, XXX, per quart.	Starch, laundry, per lb.	Coal.		Wood.		Coal oil, per gallon.	Rent, per month.
				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium, Indian or Ceylon, per lb.	Green, medium, Japan, per lb.					Anthracite, per ton of 2,000 lbs.	Bituminous, per ton of 2,000 lbs.	Hard, best, per long cord.	Soft, per cord.		
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	$ cts.	$ cts.	$ cts.	$ cts.	cts.	$ cts.
5	4–5	12	10–13	5	5	25–35	30–60	25–40	80	10	10	7.50	3.50	6.50	3.50	20	9–12
5	5	12	13	5½	5	30	25	35	1.20	9–10	10	.....	3.20	3.50–4	.....	17	5–15
5	5	15	10	5½	5	30–40	50	35	1.30	10	10	7.00	5–5.25	5.50	3.50	20	15
6	5	12	10–12	5½	5	35	40	40	1.05	10	10	6.50	4.60	5.00	4.00	20	12–14
5	5	12	8–14	5½	4–5	25	50	40	75	12	10–12	6.50	4.00	.....	.....	25	6–8
5	5	12	10	5½	5	35	40	40	1.20	10	10	7–7.50	5.25	4.50	3.25	22	14
5	5	15	15	6	5	30	.....	40	1.25	10	10	7.50	5.50	4.00	3.00	25	8
5	5	14	10–12	5	5	35	50	40	1.35	10	12	6.50–7	5.10	8–9.00	4.00	20	9
5	5	13	12	5	4½	25–30	25–30	40	90–1.00	20	10	7.50–7.75	5–5.50	6–7.00	4.50–5.50	18	16–18
4	4	12	12	5½	5	30–50	25–50	30–40	1.00	15	8	7.25	5.00	6.50	4.00	18	8
5	5	12½	12½	5½	5	40	40	40	75–90	10	8	7.50	4.75	5.00	4.00	23	11–14
4–5	5	12	13	5½	5	30–60	30–60	40	60	5–7	8	7.25	5.25	5–7.50	4.50	18–20	8–9
4	.....	15	10	5½	5	30–45	30–45	45	50	10	8	6.75	4.25	6.50	4.75	18	12–13
5	5	11	11	5	4½	35	40	40	90	10	10	6.50	5.00	8.00	.....	20	8
6	5	10	10	5	4½	40–60	40–60	40–60	1.50	15	8	7.00	6.75	8.00	5.00	18–20	12–15
4	5	12	10	5	4½	30	25	30	1.10	20	10	7.00	4.50	8.00	6.50	15	13
4	4	12	7	5½	5	40	40	40	1.00	10	8	7.50	5.50	5.50	3.50	18	10–15
5	5	12½	15	5	4½	30	30	40	1.10	10	8	7.50	5.50	6.50	3.75	20	12
5	5	.....	13	6	5	35	35	30–40	85	5	8	7.00	6.25	7.00	4.50	12½–20	6–10
10	5	15	15	5½	5	40	40	40	85	10	10	7.50	5.50	6.00	3.50	20	12
4	5	10	10	4½	4½	25–35	25–35	25–40	1.15	10	7	7.50	6.00	7.50–8	5.00	18	16–20
5	5	.....	10	7	6	40	40	30	75	10	8	7.00	.....	8.00	5–6.00	17	11

RETAIL PRICES OF STAPLE

LOCALITY.	Beef.		Veal, forequarter, per lb.	Mutton hindquarter, per lb.	Pork.		Bacon, best smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure leaf, per lb.	Eggs.		Milk, per quart.	Butter.		Cheese.		Bread		Flour, strong bakers, per lb.	Rolled Oats, per lb.
	Sirloin steak, best, per lb.	Medium chuck, per lb.			Fresh roasting, per lb.	Salt, per lb.				New laid, per doz.	Packed, per dozen.		Dairy, tub, per lb.	Creamery prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf	Price, per lb.		
Brantford	20	12	16	18	15	15	22	13	20	28	25	6	....	28	18	....	1½	3½	3½	5
Guelph	20	13	15	15	17	18	23	12½	17	30	28	7	25	27	20	17	3	4	2½	4
Berlin	18	13	12½	15	15	15	22	10	18	25	21	6	25	28	18	17	1½	4	3	4
Woodstock	18	13–14	12½–15	18	20	18	20	10–13	18	25	20	6	25	28	20	15	1¼	4	3	3
Stratford	18	15	13	16–18	22	20	25	12½	18	25	25	6	25	25	17	17	1¼	4	3	4
London	18	12	13	15	15	18	22	15	18	26	23	6	24	28	19	16	1½	4	3	5
St. Thomas	18	15	13	17	15	15	20	12½	18	25	....	6	25	30	18	16	1½	3½	3	3
Chatham	18	15	15	18	18	14	23	15	18	23	....	7	20	25–28	16	16	1¼	4	2¾	3¾
Windsor	18	10–12	9	12½	18	16	22	15	20	27	20	8	30	35	24	20	2	3	3	5
Sault Ste. Marie	20	12½	14	17	17	16	22	12½	18	35	28	9	26	30	17	....	2	3	3½	5
Port Arthur	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Manitoba—																				
Winnipeg	23	12½	12½	18	18	20	28	12½	20	40	27½	10	30	35	16	....	1	5	2⅝	4
Saskatchewan—																				
Regina	22	15–17	22	22–25	22	15	35	15	25	50	35	10	30	35	25	20	1½	5	4¼	5
Saskatoon	20–22	15–17	20–22	22	18–20	18–20	30–35	10–20	20	60	40	12½	30–35	35–40	22	20	1½	3½	4–5	5
Alberta—																				
Edmonton	18	12½	16	20	20	22	30	15–20	22	60	40	10	35	40	20	....	1¼	5	3⅛	4
Calgary	20	12½	15	18–20	20	18	25–30	12½–15	20	60	40	10	30	35	17½	17½	....	....	2¾	3
Lethbridge	18	15	15–16	22	20	17	26	15–18	20	60	40	10	35	35	20	20	1½	5	3⅝	5
British Columbia																				
New Westm'st'r	25	15	20	25	23	18	35	15	22	50	40	12½	40	40	20	20	1½	6⅜	3½	5
Vancouver	22½	18	20	25	25	20	35	10	20	50	35	10	28	35	20	20	1½	4½	4	5
Victoria	22	17	20	22	20–22	20	55	12½	25	50	35	10	35	50	20	20	1	6½	4	6
Nanaimo	20	18	16	23	20	20	27	10	19	50	35	10	30	40	20	20	2	4	3½	5

[1]Herring 20 cents per dozen.
[2]Per 100 lbs.

TRADE DISPUTES DURING THE MONTH OF FEBRUARY, 1911.

THERE were very few trade disputes in existence in Canada during February, the only ones of importance being a strike of coal miners at Springhill, N.S., which had been in force since August, 1909, and a strike of coal miners at Michel, B.C., which continued during the last week of the month.

Analysis of Trade Disputes during the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during February was six, being two less than in January, and six less than in Feb-

DEPARTMENT OF LABOUR, CANADA
RETAIL PRICES: TABLE, No. 14

COMMODITIES, CANADA, FEBRUARY, 1911.

Rice, good, medium per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar. Granulated, in dollar lots, per lb.	Sugar. Yellow, in dollar lots, per lb.	Tea. Black, medium, Indian or Ceylon, per lb.	Tea. Green, medium, Japan, per lb.	Coffee, medium, Mocha, per lb.	Potatoes, per bag of 1½ bushel.	Vinegar, White Wine, XXX, per quart.	Starch, laundry, per lb.	Coal. Anthracite, per ton of 2,000 lbs.	Coal. Bituminous, per ton of 2,000 lbs.	Wood. Hard, best, per long cord.	Wood. Soft, per cord.	Coal oil, per gallon.	Rent, per month.
7	5	.....	12½	5 5/9	5	25–40	25–40	35	85	10	9	7.25	5.00	8.00	5.00	16	10
5	5	10	10	6	5½	25–50	25–50	25–40	90	10	8	7.25	5.50	8.00	5.50	18	10
5	5	12	10	5	5	30	30	30	75	10	8	7.25–7.50	5.00	8.00	5.00	20	10–12
4	5	10	10	5	4 6/7	25	25	25	80	10	10	7.00	4.50	7.50	6.00	16	8
5	5	8	10	6½	5½	25	25–30	30	80–90	10	10	7.00	6.00	8.50	7.00	18	8–12
5	5	13	13	5	4 6/7	30	30	40	85	10	7	6–7.50	6.00	8.00	6.00	15	9–12
5	5	13	10	6	5	30	30	40	90	10	7	7.25	6.00	6.00	3.50	18	12
7	5	.....	10	6	5	25–50	25–50	40	90	10	8	7.25	5.00	5.00	4–4.50	15	8–10
5	7	12½	12½	6	5	30	30	30	90	10	10	7.50	5.00	8.00	4.50	20	12–15
5	5	18	15	6	5	40	40	30	1.25	10	10	8.00	5.50	6.00	4.00	20	12–18
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4½	5	12½	10	6	5⅝	35	35	35	1.85	15	10	10.50	9.00	7.25	5.75	30	20–25
8	6	15	15	5¾	6¼	35	40	35–40	1.90	15	10	13.50	8.50	9.00	8.50	35	35
8	6–7	15	12½	6½	6	45	45	40	1.80	15	12½	15.00	9.50	7.00	.....	35–40	30–35
5	5	13	10	6	5¾	40	40	40	90	20	12	.....	3.75	3.00	.....	30	20
5	6	15	12½	5¾	5¼	35	35	40	1.50	15	10	8.50	6.25–6.75	.....	2.00	35	25–30
5	6	15	12½	6¼	6¼	40–60	40–50	35	2.00	10	10	.....	4.25	.....	.....	35	14–18
8	6	12½	8	6⅜	5¼	35	35	40	1.85	15	8	.....	7.75	.....	5.00	40	20
5	6	12	10	6	5	35	40	30	1.75	15	10	.....	7.50	.....	5.50	35	25
5	6	8	12½	7	5	40	50	40	2.25[2]	12½	10	11.50	6.50–7.50	.....	6.00	40	22–24
5	7	12½	10	6	5⅝	40	40	40	2.25[2]	16	12½	.....	4.50	.....	.....	40	8–12

ruary, 1910. About six firms and 2,134 employés were involved in these disputes, three firms and 1,067 employés having been involved in new disputes.

Loss of time in working days.—The loss of time to employés through trade disputes during February was approximately 32,525 working days, compared with a loss of about 29,100 in January, and 49,484 in February, 1910.

Trades affected by new disputes.—The following table shows the trades affected by new disputes, and the number of employés in each group of trades.

Trades.	No. of disputes.	No. of employés.
Mining	1	950
Metal trades	1	100
Miscellaneous trades	1	17
Total	3	1,077

Localities affected by new disputes.—Two new disputes of the month occurred in the Province of Ontario, and one in the Province of British Columbia.

Causes of disputes.—The cause of one dispute was a demand for an increase in

wages, the cause of another was the discharge of an employé, and the cause of the third was a demand for better working conditions.

Methods of settlement.—Out of five disputes that were in existence during February, settlements were reached in two, leaving three still in existence at the end of the month. Both the disputes that were terminated were settled through negotiations between the parties concerned.

Results of disputes.—One of the disputes ended in favour of the employers, the strike having occurred through a misapprehension. The other dispute that was terminated resulted in a compromise.

Disputes which commenced prior to the Beginning of the Month.

The trade disputes in existence in February which began in previous months comprised strikes of coal miners at Springhill, N. S., silver miners at Silver Centre, Ont., and fur workers at Sandwich, Ont.

Strike of Coal Miners at Springhill, N. S.

No change in the situation was reported in the case of a strike of coal miners of the Cumberland Railway and Coal Company, which began at Springhill, N.S., on August 11, 1911, on account of the refusal of the Company to grant demands for recognition of the United Mine Workers of America and to grant an increase in wages and certain changes in the conditions of employment. The mines continued in partial operation as in previous months, but there were still about 1,000 men on strike.

Strike of Silver Miners at Centre, Ont.

No settlement was reported in the case of a strike of thirty-five silver miners at Silver Centre, Ont., who stopped work on January 15, on account of a reduction in wages, of which they had received notice.

Strike of Fur Workers at Sandwich, Ont.

No settlement was reported in the case of a strike of fur workers at Sandwich, Ont., which took place on January 14, on account of the refusal of their employers to grant a demand for an increase of ten per cent., in their wages Seven men were directly affected by this dispute, and twenty-five indirectly.

New Disputes.

The new disputes of the month comprised a strike of coal miners at Michel, B. C., a strike of blacksmiths at St. Catharines, Ont., and a strike of basket makers at Stoney Creek, Ont.

Strike of Coal Miners at Michel, B.C.

On February 21, a strike of coal miners to the number of 950, took place at Michel, B. C. According to the company, the dispute arose from a demand of the miners for the employment of four more men on the ventilating fans, in addition to the two already working on them, the company considering that only two were required. No settlement of this dispute took place during the month. The company stated, however, that some time before, material had been ordered for a telephone from the fan house to points underground.

Strike of Blacksmiths at St. Catharines, Ont.

On February 6, about 100 blacksmiths of the McKinnon Dash & Metal Company were reported to have stopped work on account of the discharge of a foreman, the men fearing that they were going to be supplanted by foreign labour. At a conference between a committee of the men and the management, the latter assured the strikers that the company had no intention to supplant local labour with foreign labour, and the men returned to work on February 8. The settlement of the strike was effected on the advice of Ald. Jas. A. Wiley of the District Trades and Labour Council.

Strike of Basket Makers at Stoney Creek, Ont.

On February 16, a strike of seventeen basket makers took place at Stoney

TABLE OF TRADE DISPUTES DURING THE MONTH OF FEBRUARY, 1911. DEPARTMENT OF LABOUR, CANADA, STATISTICAL TABLE, SERIES C, No. 125

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employés affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly.	Indirectly.	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Mining—											
Coal miners	Springhill, N.S.	For recognition of union and increase in wages, and against conditions of employment	1		1,000				Aug. 11 1909		No settlement reported, but places of many strikers were filled.
Silver miners	Silver Centre, Ont.	Against reduction in wages	1		35				Jan. 15		No settlement reported at end of month.
Clothing trades—											
Fur workers	Sandwich, Ont.	For increase of 10 per cent. in wages	1		7		25		Jan. 14		No settlement reported at end of month.
DISPUTES WHICH BEGAN DURING THE MONTH.											
Mining—											
Coal miners	Michel, B.C.	Demand for more men on ventilation fans	1		950				Feb. 21		No settlement reported at end of month.
Metal trades—											
Blacksmiths	St. Catharines, Ont.	Men stopped work because foreman was let go, fearing it was the beginning of a movement to supplant local labour with foreign labour	1		100				Feb. 6	Feb. 8	Company assured men that they had no intention to employ foreign labour, and that they understood that the foreman had intended to leave soon.
Miscellaneous trades—											
Basket makers	Stony Creek, Ont.	For increase in wages from 40 and 45 cents per 100 to 45 and 50 cents, which was summer scale	1		17				Feb. 16	Feb. 21	Employer agreed to pay summer scale from May 1, instead of July 1.

*Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishment concerned. Mention moreover, is not made of disputes involving less than six employés, or of less duration than 24 hours.

Creek, Ont., on account of the refusal of the employer to grant a demand for an increase in piece work prices. The men had been receiving a winter rate of 40 and 45 cents per hundred, and they demanded an advance to 45 and 50 cents per hundred, which was equivalent to the summer scale. After some negotiations the strikers returned to work on February 21, under an agreement by which the winter rate remains in force until May 1, after which the summer rate would be paid. This would be two months earlier than in other years.

The table which is published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of February, and which have been reported to the Department.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF FEBRUARY, 1911.

The following is a list of contracts awarded by the Department of Public Works and the Department of Marine and Fisheries which has received the signatures of both parties, together with the fair wages schedules inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

ALTERATIONS TO POST OFFICE AT ST. HENRI, QUE.

ALTERATIONS and additions to Post Office at St. Henri, Que.; names of contractors, J. Jacob & Company, Montreal, Que.; date of contract, January 11, 1911; amount of contract, $4,890.

Trade or Class of Labour.	Rate of Wages, Not less than:
Carpenters and joiners	$ .30 per hr., 9 hrs. p. day
Stonecutters	.40 " 8 "
Bricklayers	.45 " 9 "
Masons	.40 " 9 "
Painters	.27½ " 9 "
Plumbers and steamfitters	.35 " 9 "
Plasterers	.40 " 9 "
Sheet metal workers	.27½ " 9 "
Electricians	.27½ " 9 "
Builders' labourers	.22½ " 9 "
Ordinary labourers	.17½ " 10 "
Driver, 1 horse and cart	3.50 per day of 10 hrs.
Driver, 2 horses and wagon	5.00 " 10 "

DAM, LAKE NIPPISSING, (FRENCH RIVER), ONT.

Dam and sluiceways at Lake Nipissing (French River), Ont.; name of contractor, James F. Boyd, Sault Ste. Marie, Ont.; date of contract, February 10, 1911; amount of contract, $13,365.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$3.25
Foreman mixing concrete	2.50
Foreman laying concrete	2.50
Foreman stone crusher	2.50
Carpenters	2.25
Hand drillers	1.75
Steam drillers	2.25
Powdermen	2.00
Ordinary labourers	1.50
Blacksmiths	2.25
Blacksmiths' helpers	1.50
Driver, 1 horse and cart	3.00
Driver, 2 horses and wagon	4.00

DRILL HALL, ST. JOHN, N.B.

Drill Hall at St. John, N.B.; name of contractor, Michael Sullivan, Kingston, Ont.; date of contract, February 6, 1911; amount of contract, $34,936.

Trade or Class of Labour.	Rate of Wages Per Day of 9 Hours, Not less than:
Bricklayers	$ .45 per hr.
Masons	.45 "
Carpenters	2.50
Stonecutters	3.20
Painters and glaziers	2.50
Plasterers	3.50
Plumbers and steamfitters	2.25
Sheet metal workers	2.25
Electricians	2.25
Builders' labourers	1.80
Common labourers	1.50
Driver, 1 horse and cart	2.50
Driver, 2 horses and wagon	4.00

ADDITION TO POST OFFICE, PETERBOROUGH ONT.

Addition to Post Office building at Peterborough, Ont.; names of contractors, Rose & Hickey, Peterborough, Ont.; date of contract, February 15, 1911; amount of contract, $8,000.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

WHARF, GRAVENHURST, ONT.

Wharf at Gravenhurst, Ont.; contractor, D. G. Stewart, Ottawa, Ont.; date of contract, February 16, 1911; amount of contract, $12,974.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$3.00
Foreman mixing concrete	2.25
Foreman laying concrete	2.25
Foreman stone crusher	2.25
Carpenters	2.25
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.50
Driver, 1 horse and cart	2.50
Driver, 2 horses and wagon	3.50

WHARF, LEITCHES CREEK, C.B., N. S.

Wharf at Leitches Creek, C.B., N.S., names of contractors, Robt. and Bart Murgrave, North Sydney, N.S., date of contract, February 17, 1911; amount of contract, $5,582.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$3.00
Carpenters	2.25
Blacksmiths	2.50
Blacksmiths' helpers	1.75
Ordinary labourers	1.50
Driver, 1 horse and cart	2.50
Driver, 2 horses and wagon	4.00

PIER AT WESTPORT, N.S.

Pile work pier at Westport, N.S.; names of contractors, W. B. Reid & L. Archibald, Halifax, N.S.; date of contract, February 18, 1911; amount of contract, $16,670.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Engineman for pile-driver	1.75
Ordinary labourers	1.35
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

PUBLIC BUILDING, MOUNT FOREST, ONT.

Public building at Mount Forest, Ont.; name of contractor, George A. Proctor, Sarnia, Ont.; date of contract, February 20, 1911; amount of contract, $17,666.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Stone cutters	$2.50
Bricklayers	3.00
Masons	2.50
Carpenters	1.75
Joiners	2.00
Stairbuilders	2.25
Plasterers	2.50
Lathers	.03 per yard
Painters and glaziers	2.00
Plumbers	2.50
Steamfitters	2.50
Tinsmiths	2.00
Metal roofers	2.00
Electrical workers	2.00
Builders' labourers	1.75
Ordinary labourers	1.50
Driver, 1 horse and cart	2.50
Driver, 2 horses and wagon	3.50

PUBLIC BUILDING, ROBERVAL, QUE.

Public building at Roberval, Que.; name of contractor, L. B. Lachance, Ottawa, Ont.; date of contract, February 21, 1911; amount of contract, $16,700.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$2.00
Painters	2.00
Plasterers	4.00
Bricklayers	5.00
Masons	3.00
Stonecutters	3.00
Plumbers and steamfitters	2.50
Sheet metal workers	2.00
Builders' labourers	1.50
Common labourers	1.25
Driver, 1 horse and cart	2.50
Driver, 2 horses and wagon	4.00

Department of Marine and Fisheries.

PIERS AND LIGHTHOUSES AT JANVRIN SHOAL AND PADDY SHOAL, GASPE BASIN, QUE.

The construction of two cribwork piers and two wooden lighthouses on Janvrin Shoal and Paddy Shoal respectively, at the entrance to Gaspé Basin, Que.; date of contract, January 10, 1911; name of contractor, Arthur Morin, carpenter, Gaspé, Que.; amount of contract, $3,255.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$1.75
Painters	1.75
Bricklayers	3.50
Masons	3.00
Labourers	1.50

Post Office Department.

During the month of December orders were given by the Post Office Department for the supplies below mentioned, subject to the regulations for the suppression of the *sweating* system and the securing of payment to the working men and working women of fair wages, and the performance of the work under the proper sanitary conditions.

Nature of Orders.	Amount of Orders.
Making metal dating stamps and type and making other hand stamps and brass crown seals	$ 787.69
Making and repairing rubber dating stamps and type, also other stamps	62.25
Supplying stamping material and wooden boxes and repairing stamping pads	1,361.97
Supplying mail bags	1,731.95
Repairing mail bags	1,616.87
Making and repairing Post Office scales	668.50
Making and repairing mail locks and supplying mail bag fittings	339.95
Supplying Railway Mail Clerks' tin travelling boxes, and repairing portable letter boxes, parcel receptacles, and Railway Mail Clerks' tin travelling boxes	92.50
Making and repairing miscellaneous articles of Postal Stores	179.90
Making and supplying articles of official uniform	2,484.05

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during February, 1911.

QUEBEC REPORT.

Industrial Conditions in Quebec.

General report of the Minister of Public Works and Labour of the Province of Quebec for the year ending June 30, 1910. Quebec: King's Printer, 1910. Pages, 110.

THE portion of the Report of the Minister of Public Works and Labour of Quebec dealing with labour and industry comprises reports of the Registrar of Councils of Conciliation and of Arbitration, and of the Inspectors and Inspectresses of industrial establishments and public buildings. It is stated by the Registrar of Councils of Conciliation and Arbitration that the relations between labour unions and the employers in the Province are growing more cordial, and the number of strikes continues to decrease, owing to the methods of conciliation which have been adopted. In the year ended June 30, 1910, it is stated that only one serious dispute took place, which was a strike of about two hundred sawmill hands at Levis, Que. This dispute, which began on August 2, 1909, was settled some days later through the friendly intervention of the Registrar.

The Chief Inspector of Industrial Establishments mentions in his report the new labour laws of the Province, which had gone into force or had been passed during the year. These included the Workmen's Compensation Act, which fixes the age of admission of boys and girls to factories at fourteen, and renders it compulsory for all workers under sixteen to be able to read and write; an Act prohibiting the employment of children under fifteen in theatres; an Act limiting the working hours of children, girls and women in cotton mills to fifty-eight hours per week, and an Act estabishing free employment bureaus.

Among the recommendations of the Inspectors made in the Report are the

following: That all industries be put on the same footing as regards the annual inspection of boilers; including butter and cheese factories; the reduction in the number of working hours for women and children to fifty-five hours per week for all industries; and that some means be provided to assist widows with small children dependent on them, so that they could stay at home and look after the children, and not depend for support on the wages of children under the authorized age.

SASKATCHEWAN REPORT.

Grain Elevator Commission.

Report of the Elevator Commission of the Province of Saskatchewan, 1910. Regina: King's Printer, 1910. Pages, 141.

Upon the petition of the Saskatchewan Grain Growers' Association to the Legislative Assembly of that Province for the establishment of public ownership with respect to grain elevators, a Commission was appointed by the Government of Saskatchewan in February, 1910, for the purpose of inquiring into their proposals. The Commission instituted a full investigation, and in their report, which was presented on October 31, the subject was dealt with under the following headings: The Farmers' Claims upon the Provincial Government; Charges against the Present System; Schemes of Provincial Ownership; The financial side of Provincial Ownership Schemes of Municipal and District Elevators; The Province and Grain Exchanges; Terminal Elevators, Banks and the Large Milling Companies; Present Conditions in Initial Elevators; Weighing and Cleaning the Grain; Farmers' Elevators; Summary of Conclusions.

In their conclusions the Commission reported against provincial ownership of elevators on the grounds that there is excessive storage capacity in the province at present, if tested on a storage and handling basis, and if it purchased some of the independent elevators, it would meet with keen competition from the larger companies, which would not only store and handle but also buy and sell grain, and therefore can afford to charge less for the storage. The farmers having no direct and personal financial interest in the provincial elevators would be free to take their grain to whatever elevator paid them best. Government elevators would also be at a disadvantage, owing to the general disposition to exact the utmost possible from the public treasury, while not giving the utmost return, owing to the fact that political influences would tend to make themselves felt, and owing to the opportunity they would afford an unsympathetic government to discredit the whole principle of public ownership. The Commission also opposed the schemes of municipal and district elevators on the ground that they do not secure such a personal and direct pecuniary interest from the farmer as is needed to make the elevators a success in competing with other elevators.

In lieu of the above schemes, the Commission held that the solution should be sought along the line of co-operation by the farmers themselves, assisted in the matter of finance by a provincial loan, and recommended special legislation for the creation of a co-operative organisation of the farmers on the principle of the maximum amount of local control consistent with ownership by the whole body of shareholders and management through a central board of directors.

BRITISH REPORTS.

Foreign Labor Statistics.

Board of Trade (Labour Department.) Fourth Abstract of Foreign Labour Statistics. London: Wyman & Sons. 1911. Pages, 527. Price, 2s., 1d.

The Fourth Abstract of Foreign Labour Statistics prepared in the Labour Department of the Board of Trade of Great Gritain, contains statistics relating to twenty countries, namely, Russia, Norway, Sweden, Denmark, Germany, Holland, Belgium, France, Italy, Austria, Hungary, Switzerland, Spain, Portugal, Luxemburg, Roumania, Servia, Bulgaria, the United States of America, and Japan. The tables in the Report give the latest available statistics relating to the following subjects: Occupations of the People, Fluctuations in Employment, Wages, Hours of Labour, Trade Unions, Trade Disputes, Conciliation and Arbitration,

Co-operation, Workmen's Insurance, Subsidized Unemployment Funds, Labour Registries, and Labour Colonies.

In comparing the statistics of the various countries with each other, it is pointed out that difficulty arises from the different methods adopted for collecting and classifying the statistics; and the figures, therefore, not absolutely comparable. Subject to these limitations, the statistics show that the largest proportion of the population engaged in occupations of all kinds occurs in Austria, where the percentage is 51·53, compared with 51·27 in France, 50·11 in Italy, 46·08 in Belgium, 45·51 in Germany, 44·05 in the United Kingdom, and 38·38 in the United States.

A brief summary is given of the methods of conciliation and arbitration in trade disputes established by law in the various countries. It is stated, that most European countries have legislation of this kind, almost without exception on a purely voluntary basis.

Pauperism in England and Wales.

Return (in part) to an Order of the House of Commons for copy of statement of the number of paupers relieved on January 1, 1910, and similar statement for July 1, 1910. Statement for July 1, 1910. London: Wyman & Sons, 1910. Pages, 33. Price, 4d.

A Return prepared by the Local Government Board shows that the total number of persons in receipt of poor relief in England and Wales, on July 1, 1910, was 887,102, being a decrease of 16,926 compared with July 1, 1909. The paupers other than the insane and casual paupers, comprised 194,397 men, 318,964 women, and 241,657 children, a total of 755,018, a decrease of 18,050 compared with July 1, 1909. The insane paupers comprised 52,704 men, 62,423 women and 2,227 children, an increase of 2,191 compared with the same day of the previous year, and the casual paupers numbered 15,661, a decrease of 1,051. Estimating the population of England and Wales to have been 36,169,150, there were on July 1, 1910, 24·5 persons per 1,000, in receipt of indoor and outdoor relief, exclusive of the insane and casual paupers. Only 3·2 per 1,000 were ordinarily able-bodied adults, but of the able-bodied indoor paupers 30,823 out of 47,470 were sick or temporarily disabled on the day to which the return relates.

Trade Unions

Reports of the Chief Registrar of Friendly Societies for the year ending December 31, 1909. Part C. Trade Unions. London: Wyman & Sons, 1911. Pages, 40. Price, 4½d.

The Report of the Chief Registrar of Friendly Societies on trade unions in Great Britain states that at the close of the year 1909 there remained on the register 666 trade unions, of which 638 furnished returns. During the year, twenty-nine trade unions were added to the register, and twenty-seven were cancelled, having given notice of dissolution. Compared with the previous year, four more returns were received, but there was a decrease in the number of members from 1,971,238 in 1908, to 1,957,904 in 1909, a decrease in the total income from £3,295,941 to £3,042,421; and in the total expenditure from £3,724,486 to £3,158,698. The balance of funds declined from £5,996,032 in 1908, to £5,886,272 in 1910.

UNITED STATES REPORTS.

Woman and Child Wage-earners.

Report on condition of woman and child wage-earners in the United States, in 19 volumes. Volume I: Cotton Textile Industry, Volume II: Men's Ready-made Clothing. Published under the direction of Chas. P Neill, Commissioner of Labour, Washington: Government Printing Office, 1911. Pages, 1044 and 878.

A Report is in course of preparation by the United States Department of Commerce and Labour dealing with the condition of woman and child wage-earners in the United States. Two volumes of the Report have just been issued, Volume I dealing with the Cotton Textile Industry, and Volume II with men's ready-made clothing. The Report on the cotton textile industry is divided into nine chapters, under the following headings: The Labour Force; Employment of Children; Hours of Labour, Overtime and Night Work; Earnings of Operatives in Representative Mills, as shown by the Pay-Rolls; the Cotton Mill and Working Conditions; Cotton Mill Processes and Occupations; Family Conditions and Amount and Sources of Family Incomes; The Mill Community; General Tables.

The investigation showed that there has been a steady increase in the percentage of men employed in these mills, and a corresponding decrease in the percentage of women and children. The percentage of males sixteen years of age and over increased from 34·6 in 1880, to 40·6 in 1890 and 46·9 in 1905. In the same period, the percentage of females decreased from 49·0 in 1880, to 48·7 in 1890 and 40·2 in 1905, and the percentage of children was 16·4 in 1880, 10·7 in 1890, and 12.9 in 1905.

The Report on women and children in the industry of men's ready-made clothing is arranged under the following headings: The Labour Force; Employment of Children; Hours of Labour and Overtime; Earnings of Employés in Representative Establishments, as shown by Pay-Rolls; Home Work in the Clothing Industry; The Clothing shop and Working Conditions; Family Conditions, and Amount and Sources of Family Income; Organization of the Clothing Industry; Development of the Clothing Industry; General Tables.

Strikes and Lockouts in Massachusetts.

Tenth annual report of strikes and lockouts, 1909. Part II of the fortieth annual report on the Statistics of Labour. Bureau of Statistics of Massachusetts. Boston: State Printers, 1910. Pages, 146.

The Report on strikes and lockouts in Massachusetts for 1909 shows that there were 183 in that year compared with ninety-eight in 1908, the increase in number being attributed to a return of prosperity. The number of working days lost, however, was only 228,363 in 1909, compared with 325,015 in the previous year. Only two of the disputes were classified as lockouts. The boot and shoe industry was affected by strikes to a greater extent than any other industry in Massachusetts during 1909. An analysis of the results of the strikes shows that in 39·41 per cent. of the establishments affected, the men were successful, in 46·96 of the establishments they failed, and in 13·63 they were partially successful.

OTHER REPORTS RECEIVED.

Canada.—Department of the Interior. Forestry Branch. Bulletin No. 9: Forest Fires in Canada, by H. R. MacMillan and G. A. Gutches.

Report of Proceedings in the Hearing by Members of the Government of the Farmers' Delegation, December 16, 1910, with Correspondence preliminary to the Hearing.

Report of the Royal Northwest Mounted Police, 1910.

Tariff Relations between the United States and the Dominion of Canada. Correspondence respecting Negotiations, 1911.

Department of Public Works, Nelson River, Report upon Reconnaissance Survey, September–October, 1909.

Department of Agriculture, Central Experimental Farm. Western Prairie Soils, their Nature and Composition, by Frank T. Shutt. Bulletin No. 6, Second Series.

Results obtained in 1910 on the Dominion Experimental Farm from trial plots of Grain, Fodder Corn, Field Roots and Potatoes. By Chas. E. Saunders, Ph. D.

Department of Mines, Mines Branch; Proceedings of Conference on Proposed Legislation to regulate the Manufacture, Importation and Testing of Explosives. September 23 and 30, 1910.

Department of Mines, Geological Survey Branch. Memoirs Nos. 1, 5, 6, 8-E, 14-N.

Ontario.—Public Accounts of the Province of Ontario for the Twelve Months ended October 31, 1910.

Report on the Hospitals for the Insane, for the Ten Months ending October 31, 1909.

Report on the Hospital for Idiots, Orillia, and the Hospital for Epileptics, Woodstock, for the Ten Months ending October, 31 1909.

Saskatchewan.—Annual Reports of the Department of Public Works, for 1907–8 and 1908–9.

Report of the First Annual Convention of Delegates representing the Dairymen of Saskatchewan, 1910.

Alberta.—Annual Reports of the Department of Public Works, 1908 and 1909.

Great Britain.—Statistical Abstract for the several British Self-Governing Dominions, Crown Colonies, Possessions and

Protectorates in each Year from 1895 to 1909.

Judicial Statistics, England and Wales, 1909. Part I: Criminal Statistics.

Report of the Royal Commission appointed to inquire into Electoral Systems, with Appendices.

Australia.—Trade and Customs and Excise Revenue of the Commonwealth of Australia for the Year 1909.

United States.—Thirteenth Annual Report of the Department of Inspection of Indiana, 1909.

Thirty-third Annual Report of the Bureau of Statistics of Labour and Industries of New Jersey, 1910.

France.—Statistique Annuelle des Institutions d'Assistance, année 1908.

Germany.—Drucksachen des Beirats fur Arbeiterstatistik. Verhandlungen Nr. 24.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different provinces of Canada.

NOVA SCOTIA CASE.

Besetting and Watching.

JUDGE Longley has given judgement in the case of the Cumberland Railway & Coal Company v. McDougall, granting a writ of attachment against Joseph Moss, Milton Cameron, Lionel Dobar, James Price and Thomas Long for disobedience of the order made before Mr. Justice Drysdale, restraining them from besetting and watching plaintiff's premises with a view to intimidating the Company's employés.

NEW BRUNSWICK CASE.

Workman's Compensation.

In the King's Bench division, on February 27, Mr. Justice McKeown delivered judgement in the case of Robert Campbell v. Donaldson Brothers, and gave the plaintiff $472.50, or $7.50 for sixty-three weeks. On November 23, 1909, the plaintiff was employed as a labourer on board the *Almora* for the defendants. Coal was being hoisted from the steamer, and in the operation of hoisting it was the duty of the plaintiff to guide the hoisting bucket. For this purpose a rope becket was attached to the bucket, and by the means of the becket the plaintiff pulled the bucket in order to guide it to the place at which its contents were to be deposited. To do this it was necessary for the plaintiff to stand upon a scaffolding while so working. The rope becket broke, and the plaintiff was thrown to the deck of the steamer and was hurt. He alleges that it was through the negligence of the defendants that the rope broke. He claimed $10,000 at common law, or alternatively under the Workmen's Compensation Act.

QUEBEC CASES.

Damages for Negligence Settled by Eye Test.

Sudden tests of alleged defective eyesight were examined in the Superior Court at Montreal, in a case brought against the City for damages for an accident by Mr. Alexander McDougall, ex-president of the Montreal Grain Elevating Company. It was claimed for the City that the accident by which the plaintiff fell down an unguarded stairway was due to his bad sight. After arguing to this effect, counsel for the City suddenly turned to the plaintiff and demanded: "What time is it?" Without a moment's hesitation, the plaintiff turned in the gloomy court room and looked over to the clock at the other end of the room. Without putting on his glasses, he replied, "Five minutes to twelve." This was the exact time shown by the clock, and the answer to the plea of bad sight. The jury shortly after retired and brought in a verdict for $800 in his favour.

The action was taken by Mr. McDougall against the City for $5,000. Mr. McDougall claimed that on January 1, 1910, he went to do his duty as a citizen and vote

at the municipal election, his polling station in St. Andrew's ward being at No. 1 Buckingham avenue. When he went to the poll booth it was quite dark, and while moving over to get some light the plaintiff claimed that he stepped into an unguarded stairway, like a ship hatchway, and dropped seven feet into the cellar, breaking two ribs and sustaining other bruises when he landed. It was shown that the unguarded stairway was within 6 inches of the table for marking the ballots. No actual proof of monetary damages was adduced, and Doctors Roddick and Martin gave evidence to show that for a man of his age Mr. McDougall made a most remarkable recovery, being only laid up for a month.

$5,000 for Engineer's Death.

Judgement was rendered by Justice Monet in the suit entered against the Rutland Railway Company by Mrs. Avila McDonald, of Iberville, claiming $15,000 damages for the death of her husband, which occurred two years ago. The Court allowed Mrs. McDonald $3,000 and $2,000 for her children. McDonald was a locomotive engineer.

Test Case as to Wages for Prisoners' Work.

Is the law passed by the Legislature, whereby wages, earned by a husband for work performed while incarcerated in the common goal, may be turned over to his wife, a dead letter?

This is the question which will be tested as a result of a decision handed down by Recorder Weir, at Montreal. The case was that of one, Elford, accused of drunkenness as well as ill-treatment and non-support of his wife. The recorder sentenced him to six months hard labour, with the provision that all wages earned by him whilst incarcerated should be turned over to his wife and children. Judge Weir said that his only idea in making this restriction was that he desired to test the new law. He knew there were no funds available for the payment of wages to prisoners, but, as the law was on the statute books, he desired to see whether it would have any practical effect, if put to a test. There is no fund to provide for the payment of wages to prisoners.

The clause in the statutes by which Recorder Weir was guided in handing down his decision, reads as follows:—

"The Lieutenant-Governor-in-Council may from time to time direct or authorize the employment upon any special work or duty, within or without the limits of any common goal, of any prisoner sentenced to hard labour, &c., &c.

This article was amended in May, 1908, by adding the following (1229): "but if an offender who is condemned to imprisonment for any offence, has a wife or a wife and children dependent on him for their livelihood the wages earned by such prisoner shall be paid by the sheriff to the wife or to the wife and children as the case may be."

ONTARIO CASES.

Unsuccessful Claim for Damages.

Plaintiff, a business man in the employ of the defendant railway Company, was engaged in repairing a broken connection in the trolley line. He was standing on the defendant's tower repair wagon when a guy wire broke, causing him to be thrown to the ground. He brought action to recover damages for injuries sustained, alleging negligence on the part of defendants. Each guy wire was temporarily attached to the woodstrain by being passed through an opening and then twisted around itself, and, if properly twisted, the wire could not pull out. The accident was caused by a defect in the making of one of these ties by McE, the plaintiff's fellow workman, as the wire which pulled out could not have been securely twisted over itself. The jury found that defendant's foreman, one S., was negligent in not observing that the ties of the guy wire with the wood-strain were insecurely made, and awarded plaintiff $975 damages. Upon appeal to the Divisional Court, it was held that the plaintiff had suffered, not from any negligence of the foreman, who did not see, and if he had seen, could not have noticed the defect in the tie, but from the negligence of the plaintiffs' fellow workman, McE. Appeal allowed and action dismissed, without costs.

(Davidson v. Toronto Ry. Co. 17 W. R. 844.)

Neglect to Provide Necessaries for Wife.

The Criminal Code (Section 242, 2) provides that "Every one who is under a legal duty to provide necessaries for his wife, is criminally responsible for omitting without lawful excuse, so to do, if the death of his wife is caused, or if her life is endangered, or her health is or is likely to be permanently injured, by such omission". Upon the conviction of the defendant under the above section of the Code, at the General Sessions of the Peace for the County of York, before Judge Denton and a jury, the judge reserved a stated case for the Court of Appeal in regard to certain disputed questions which arose at the trial. The Court of Appeal held, (1) that not every case of neglect or omission to provide necessaries for a wife renders the husband criminally responsible; (2) that the jury must be satisfied that the omission was without lawful excuse; (3) that the question of lawful excuse is to be determined upon all the facts and circumstances, the burthen of proof being upon the prosecution; (4) that defendant's evidence as to his liability and means are matters for the consideration of the jury; (5) that where defendant had been previously charged with an offence under above section and acquitted, evidence as to what took place previous to his acquittal should not be received at a subsequent trial for another charge. The Court ordered that the conviction should be set aside, and the prisoner discharged.

(Rex v. Yuman, 17 W. R. 859)

Restraint of Trade.—Employé's Agreement.

Action by a laundry employer for injunction and damages on ground that defendant, a former employé of plaintiff's, had entered into a partnership with another ex-employé, and was carrying on a rival laundry business, and was canvassing customers of plaintiffs, with a view of inducing them to give their work to defendants, and was also trying to induce employés of plaintiffs to leave plaintiff's employment, and enter into defendant's employment, in contravention of an alleged agreement that he would not do so. The action was tried by Chief Justice Mulock, who held that the custom laundry business entered into by the defendant was no breach of his engagement not to enter into any business of a similar kind to that carried on by the plaintiff, and he dismissed the action. Upon appeal to the Divisional Court, it was held that the defendant, having been educated in the improved methods of business in the plaintiff's laundry and entrusted with their secrets, should not be at liberty to cut into that very profitable part of their business by a competitive laundry in the same city; that the defendant left the business of the plaintiff on June 2, 1910, and he should be prevented for three years from that date from violating the terms of his agreement with plaintiffs; that the operation of the interlocutory injunction having been suspended on an undertaking to keep an account of profits, the profits should be investigated by the Master, and paid over to plaintiffs, with costs of action and appeal.

(Allen Mfg. Co. v. Murphy, 17 W. R. 917.)

The Bread Sales Act.—Sale of "Small Bread."

Under section 2 of the Constitutional Questions Act, 9 Edward VII, chapter 52, the Lieutenant-Governor-in-Council referred to the Court of Appeal for hearing and consideration the following question: "Under sub-section 2 of section 3 of the Bread Sales Act, 10 Edward VII, chapter 95, is small-bread required to be sold in separate loaves, or can a number of loaves of small-bread, so called, be joined together and so sold without being detached by the vendor, when the same exceeds in the aggregate 12 ounces in weight?"

SECTION 3.—(1) Except as provided in sub-section 2, no person shall make bread for sale or sell or offer for sale bread except in loaves weighing 24 ounces or 48 ounces avoirdupois.

(2) Small-bread may be made for sale, offered for sale and sold in any weight not exceeding 12 ounces avoirdupois.

The following are the answers of the Court of Appeal judges:—

Chief Justice Moss.—As I read the question, an answer is only called for as to the effect of the legislation with regard to the sale of small-bread, and not at all as to

the manner of baking, and, so understanding it, I answer that, as I read the enactment, where a number of loaves of small-bread, so-called, joined together, exceed in the aggregate 12 ounces in weight, they are not to be so sold.

Mr. Justice Garrow.—In my opinion, the plain meaning of sub-section 2, properly considered in its relation to sub-section 1, is that no small-bread, if made into loaves and so sold or offered for sale, no matter how much less the individual or detachable portions may weigh, shall exceed in weight 12 ounces. And the palpable object is to keep the loaf of small-bread so small that no purchaser need be deceived by having it put off on him for a full loaf of 24 or 48 ounces.

Mr. Justice Maclaren.—I am of the opinion that sub-section 2 of section 3 only permits the sale of "small-bread," so-called, when the loaf does not, or the loaves thereof joined together do not, in the aggregate, exceed 12 ounces in weight.

Mr. Justice Meredith.—The question is one of fact; if there are really different rolls or loaves, or "small-bread"—an undefined expression— they are none the less rolls, loaves, or small-bread because they have run together in the baking, or are attached in the way loaves commonly have been ever since loaves were made, without any one dreaming that they were anything but several loaves, there is no infringement of the provisions of the enactment; but, if in truth and in fact, they are not so attached, but the bread is all in one piece, and it is not of one of the specified weights, there is such an infringement: and is none the less so for any colourable marks or other pretences of actual division, and whether so sold or offered for sale, or even if so made for sale without any offering for sale or sale.

I desire to add an expression of my entire concurrence with Judge Morson, in the views of the subject which he expressed in the case, under the Act, recently decided by him—Rex v. Nasmith Company, Limited—views which I cannot help thinking, and saying, ought to commend themselves to all reasonable men, from whom only, and not from those too much possessed by the subject, legislation should emanate.

Mr. Justice Magee.—Small-bread is not required to be sold in separate loaves when, if joined together, the aggregate weight does not exceed 12 ounces, and a number of loaves of "small-bread" may be joined together and so sold without being detached, where the same do not exceed in the aggregate 12 ounces in weight; but not if they do exceed in the aggregate that weight.

(2 Ont. W. N. 736.)

MANITOBA CASES.

Dangerous Works.—Effect of Judgement against one Joint Wrongdoer.

The defendants sublet a portion of their contract for the construction of a line of railway. In the execution of the work the sub-contractors made use of dynamite for the purpose of blasting rock excavations, and, in the process, the plaintiff sustained personal injury, for which, in an action against them for damages, he recovered judgement, issued execution, and, on the levy, the sheriff returned a writ of execution *nulla bona*, the result being that the judgement against the sub-contractors remained unsatisfied. Subsequently, the plaintiff brought action against the present defendants to recover damages for the same injuries, and, at the trial, his action was dismissed. This decision was affirmed by the judgement of the Manitoba Court of Appeal, from which appeal was taken to the Supreme Court of Canada. This Court held that a proprietor or principal contractor, undertaking works in the circumstances inherently dangerous, cannot delegate the duty of providing against such danger, so as to escape personal responsibility if that duty be neglected. Failure to discharge such duty makes the proprietor and his contractor, or the contractor and his sub-contractor, as the case may be, equally liable as joint wrong-doers, for the resultant injury. A judgement for damages sustained in consequence of any such injury against one of such joint wrong-doers is a bar to a subsequent action therefor against another. Judgement appealed from (19 Manitoba R. 641) affirmed, and appeal to Supreme Court dismissed.

(Longmore v. J. D. McArthur Co. 43 S. C. R. 640.)

Concurrent Findings of Facts as to Negligence.

Upon an appeal from the judgement of the Court of Appeal for Manitoba, affirming the judgement of Mr. Justice Metcalfe at the trial, by which the plaintiff's action was maintained with costs, the Supreme Court of Canada has held, that concurrent findings on questions of fact in the courts below ought not to be disturbed on appeal unless a mistake is clearly shown.

A ship lying at her dock caught fire during the night and was destroyed. The officers of the ship failed to arouse passengers in time to permit them to escape in safety and, in an action to recover damages for injuries sustained in consequence by a passenger, the owners adduced no evidence to explain the origin of the fire. The Supreme Court held, affirming the judgement appealed from (19 Manitoba R. 430), that, in the circumstances, the only inference to be drawn was that the owners were grossly negligent. In such an action the owners of the ship cannot invoke the limitation provided by section 921 of the Canada Shipping Act, R.S.C., 1906, chapter 113. The *Orwell* (13 P.D. 80), and Roche v. London & South-Western Railway Company. (1899), 2 Q.B., 502, referred to. The appeal from the Manitoba Court of Appeal was dismissed with costs.

(Isbester v. Dominion Fish Co., 43 S. C. R. 637.)

Damages for Dismissal of Contractors.

In his judgement in the Calgary City Hall case, Mr. Justice Scott finds in favour of Wm. Davey, the contractor. The judge, after discussing at considerable length the reasons which led to the dismissal of the plaintiff, says: "I hold that the act of defendants in dismissing the plaintiffs from the work and preventing their completing the work, was a wrongful and unwarranted act, and that by reason thereof the plaintiffs are entitled to recover for the value of the work done and materials supplied by them upon and for the building in question, and also for damages sustained by them by reason of the defendants having taken possession of and converted to its use their plant, appliances and tools." The judgement states further, that the clerk of the Court or such others as are agreed upon or appointed by the Court, shall fix the amount due Mr. Davey.

BRITISH COLUMBIA CASE.

Violations of Fruit Inspection and Sales Act.

Following orders from Ottawa, the Dominion fruit inspector inaugurated a campaign against the illegal packing and labelling of fruit put up by growers for shipment. As a part of his plan for the abolition of fraud and deceit in the sale of fruit, arrests of several prominent fruit-growers in widely scattered points of the province have taken place. Henry Kipp and Jacob Zinck, two residents and fruit-growers of the Chilliwack district, appeared before Magistrate D. McGillivray to answer the charge of illegal packing and labelling of apples.

Mr. Zinck pleaded guilty to two charges, one for having labelled a box of apples of an inferior grade as "Class 2," and one of packing several large apples on the top tier of a box made up chiefly of small apples. He was fined $10 and costs for each offence. Mr. Kipp was charged with having labelled as "Class 1" a box of apples which the inspector claimed could not be properly classed as No. 3 fruit. He entered a plea of not guilty, but was adjudged guilty by the Court and fined $20 and costs.

The actions were brought under the Dominion Fruit Inspection and Sales Act, which provides that fruit shall be sorted before shipped and classed in groups, numbers 1, 2 and 3, according to its size and general condition, and that different classed apples shall not be shipped in the same box.

ALBERTA CASES.

Public Works Health Act.—Medical Treatment of Workmen.

The provisions of section 3 of the "Public Works Health Act," Revised Statutes of Canada, 1906, chapter 135, do not impose on a Government Department, or a company constructing a public work, the

obligation to provide hospitals and surgical attendance for the treatment of personal injuries sustained by employés, whether of themselves or of their contractors or sub-contractors, in the construction of such work.

This is, in effect, the judgement of the Supreme Court of Canada, upon an appeal from the judgement of the Supreme Court of Alberta, affirming the judgement of Harvey J., at the trial, whereby the plaintiff's action was maintained as against the Company, with costs, and dismissed in respect to the other defendant.

The plaintiff, a labourer employed by a firm of sub-contractors engaged in the construction of a portion of the Grand Trunk Pacific Railway (a work being prosecuted under the control of the Parliament of Canada), while in the performance of his duties met with an accident by which his leg was broken. The injured limb was set and placed in a temporary splint at a local emergency hospital by the surgeon in charge, and the plaintiff was then transferred to the permanent hospital, at Edmonton, where he received treatment by Dr. Hislop, one of the defendants, until discharged from that hospital some weeks later. As a result of the injury, the plaintiff's right leg remained shorter than the left, and he lost proper use of his right ankle. The action for damages was brought against the Company and Dr. Hislop. The fault charged against the Company was failure to provide proper surgical treatment and appliances, as required by the Public Works Health Act and the regulations made thereunder, by Order-in-Council, and it was also alleged that the medical attendant at the emergency hospital was not a properly qualified practitioner, because he was not registered as such under the statute in force in the Province of Alberta. The other defendant, Hislop, was charged with malpractice. On an application in chambers, to compel the plaintiff to elect as to which of the defendants he would proceed against, Mr. Justice Beck held that these causes of action might properly be joined, and, at the trial, the jury exonerated Hislop, and found that the plaintiff's injury was the result of negligence on the part of the Company in failing to provide a suitably equipped hospital, a duly authorized physician and attendants, in compliance with the terms of the Public Works Health Act. The action was dismissed in respect to Hislop, and, on the findings of the jury, the trial judge ordered judgement to be entered against the Company for the amount of damages assessed ($5,000), with costs of the action. This judgement was affirmed by the judgement now appealed from, but the Supreme Court of Canada was unanimous in allowing the appeal against the judgement.

(White v. Grand Trunk Pacific Railway Co. and Hislop, 43 S. C. R. 627.)

UNITED STATES CASES.

Conviction of Labour Union for Conspiracy.

A verdict of guilty against members of the New Orleans Dock and Cotton Council, charged, under the Sherman anti-trust law, with conspiracy to interfere with foreign commerce has been returned by a jury in the United States Circuit Court.

The Dock and Cotton Council has about 50,000 members. From the moment a bale of cotton or load of lumber or any other through freight reaches the port until it is stowed on a vessel it is not handled by anyone except the members of the ten or more unions affiliated with the central body. It was argued by the government's attorneys that when these men conspired to strike and tie up the port they inferfered with interstate commerce. The convicted men are James Byrnes, former president of the Council and at present state labour commissioner of Louisiana; Philip Pearsaw, former president of the local Coal Wheelers' Union, and U. S. Swan, former president of the Longshoremen's Union. Sentence has been deferred.

The strike, which was begun two years ago, grew out of the refusal of the Coal Wheelers' Union to coal the steamer *Habil* because non-union longshoremen had been employed to load the vessel.

Trade Conspiracy a Continuing Offence.

Announcing that conspiracy under the Sherman anti-trust law is a continuing offence, the Supreme Court of the United States has held good the indictment in New York, in 1909, of Gustave E. Kissel and Thomas B. Harned under this law, as far as the statute of limitations was concerned. The case in which Harned and Kissel were involved grew out of the suit of the Pennsylvania Sugar Refining Company against the trust for $30,000,000, under the Sherman anti-trust Act, which, after the trial had proceeded for several days, was settled out of Court for $750,000, and the return of the note for $1,250,000 given by one Adolf Segal for the Pennsylvania Sugar Refining Company to Gustave E. Kissel. It was about this note that the whole case centred, the charge being made that the money which Kissel and others, including Harned, advanced was furnished from sources identified with the American Sugar Refining Company, and that the note was foreclosed and the Pennsylvania refinery immediately shut down as the result of a conspiracy to put the Company out of business, and thus do away with its competition. Within three weeks of the settlement of the suit, a Federal grand jury in New York returned an anti-trust indictment against the American Sugar Refining Company and others, including Harned and Kissel.

The indictment charged that the American Sugar Refining Company and the individuals jointly indicted with it engaged in an unlawful and corrupt conspiracy among themselves in restraint of the trade and commerce in refined sugar; "that is to say, a conspiracy unreasonably to restrain and eliminate free competition and prevent all competition, with said corporation defendant . . . by said Pennsylvania Sugar Refining Company, to the very great injury and detriment, financial and moral, of the people of the United States, and this by and through the unfair deceitful, unlawful and corrupt means and practices on the part of said corporation and individual defendants."

The indictment next charged that the defendants accomplished the control of the Pennsylvania Sugar Refining Company by inducing Segal, through Kissel, acting as a broker and the agent for a lender unknown at the time the loan was made, but which lender was in fact the defendant corporation, to borrow $1,250,000 for use in his business as a promoter of hotel and manufacturing enterprises, and to transfer to Kissel, with a majority stock, a voting power as the holder of 26,000 shares of stock of the Pennsylvania Sugar Refining Company.

All of the defendants entered demurrers to the indictment as being bad in law, which the lower Court sustained in every case, throwing the cases out of Court. The pleas of Kissel and Harned were of peculiar interest, however, inasmuch as their attorneys interposed the plea of the statute of limitations, the alleged offence having occurred in 1903. It was urged by the defence that the conspiracy, if any, occurred at that time, and that conspiracy was not a continuing offence. It was on this ground that Judge Hand discharged them. The case was then taken to the Supreme Court, which has now declared that conspiracy in restraint of trade is a continuing offence, and that Kissel and Harned cannot escape trial on that ground. The decision is an extremely important one in its bearing on other trust prosecutions of the same nature before the Courts of the United States.

THE

LABOUR GAZETTE

APRIL, 1911.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF MARCH, 1911.

I.—GENERAL SUMMARY.

A feature of the past month having a considerable effect upon the condition of employment was the continuance of cold weather up to the opening days of April. All provinces of the Dominion with the exception of British Columbia and some portions of Alberta were affected by these conditions, which had the result of retarding outside operations until an unusually late date. Agriculturists were unable to get on the land, though conditions otherwise were favourable; the engagement of farm help for the summer season was in progress, experienced labour being generally scarce. The resumption of spring activity in the Ontario and Quebec mining districts was also delayed. In the railway construction camps forces were considerably increased, and the outlook is for a very active summer. In the building trades, though several of the outdoor trades were still inactive, there was a considerable increase in the amount of employment, the number of permits issued during the first three months of the year being in excess of the returns for the corresponding period of 1910. Lumbering operations in the woods had ceased in many sections of Ontario and the Eastern provinces, and the drives are expected to be late; in British Columbia, however, logging was generally under way, and many of the larger mills had opened. Low water in the streams hampered sawmills and other manufacturing plants dependent on water power, but the manufacturing industry otherwise had a very active month. Railway traffic continued very heavy, but navigation will be late in opening. The supply of unskilled labour was still in excess of the demand at certain points, but in general was well absorbed, notwithstanding the exceptionally heavy immigration movement. The outlook in almost every branch of industry is for pronounced activity during the coming summer season.

Changes in Wages and Hours of Labour.

The following is a statement, by industries and groups of trades, of the more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during March, 1911.

Building.—Stonecutters at Calgary had their wages raised 2½ cents per hour to 65 cents per hour, and electricians in the same city, 5 cents an hour to 50 cents an hour. Painters, paper-hangers and decorators at Victoria, B.C., obtained an advance from $3.50 to $4.00 per day of eight hours.

Railway employés.—Intercolonial Railway yardmen and Intercolonial Railway trainmen received advances of 20 per cent. and 10 per cent. respectively, dating from January 1, 1911. Trainmen and yardmen employed by the Canadian Pacific Railway Company west of Port Arthur also received advances.

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations, or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

Street railway employés.—The Winnipeg Street Railway Company has advanced wages 2½ cents per hour.

Civic employés.—Day labourers in the Municipality of Nanaimo, B.C., had their wages advanced 25 cents per hour. Civic employés at Vancouver, B.C., obtained substantial increases.* Firemen and policemen at Brantford, Ont., received a new scale of wages.* Firemen at Peterborough, Ont., also received an advance.* At Ottawa, Ont., departmental heads and assistants, and firemen had their salaries increased, and day labourers had their wages increased from 20 cents to 22 cents per hour, ward-foremen being advanced from $2.25 to $2.50 per day.*

Interruptions to Industry.

Among industrial establishments, etc., destroyed by fire or through other causes during March, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia—Three tenements at Halifax, loss, $10,000; hotel (partial) at Hubbards, loss, $1,000; railway station at Sydney, loss, $60,000; storehouse and offices at Sydney; power house (partial) at Sydney; freight sheds at Truro, loss, $70,000.

The steamer *Bruce* was wrecked at Porta Nova Point, Scetteri Island, 20 miles from Lunenburg, and became a total loss.

Prince Edward Island.—Three stores at O'Leary, loss, $5,000.

New Brunswick.—Plaster mill at Hillsboro, loss, $112,000, with 100 men out of employment; outbuildings and residence at Midgic, loss, $3,000; outbuildings and residence at St. Stephen, loss, $2,500; freight shed and warehouse at St. John, loss, $67,000; hotel at Sussex, loss, $50,000; woodworking factory at Woodstock, loss, $4,000.

Quebec.—Lumber mill at Buckingham, loss, $50,000; match factory at Drummond, loss, $5,000; railway station at Belœil, loss, $2,000; saw-mill, hotel and store at East Richford, loss, $50,000; theatre at Grand Mère, loss, $2,500; bakery at Hull, loss, $1,200; business block at Kingsey Falls. At Montreal, stationery and printing establishment; stable and five horses, loss, $1,500; bank (partial); stock yards and cattle, loss, $20,000; carriage factory, loss, $20,000; lunch room. Outbuildings and residence at Napierville, loss, $2,000; sash factory and bank building at Pointe aux Trembles, loss, $50,000; lumber yard at Quebec, loss, $2,000; library and residence at Richmond, loss, $40,000; granary and residence at Scotstown; church at Stanfold, loss, $60,000; warehouse and contents at St. Johns, loss, $10,000; saw-mill at St. Michel des Saints loss, $2,000; two shops and ten tenements at Verdun, loss, $10,000.

Ontario.—Business block at Arnprior, loss, $5,000; hardware store at Barrie, loss, $17,000; eight Grand Trunk cars and contents at Brockville; shoe store at Cargill, loss, $1,500; two stores at Cochrane; granary and residence at Galt; business block at Hamilton, loss, $27,000; half of the business portion of Kelso, loss $100,000; box factory at London, loss, $8,000; spring bed factory (partial) at London; business block at Millbrook, loss, $15,000; portion of business section of North Bay, loss, $200,000; stables and store at Ottawa; livery stable and fourteen horses at Ottawa, loss, $10,000; paper box factory at Ottawa, loss, $5,000; three stores and dwellings at Tamworth, loss $7,000. At Toronto: clothing factory, loss, $5,000; business block, loss $5,300; tenements, loss, $3,000; foundry, loss, $6,000. Paint factory (partial) at Windsor, loss, $1,200; business block at Wingham, loss, $15,000.

Manitoba.—Juniorate at St. Boniface, loss, $15,000; business block at Winnipeg.

Saskatchewan.—Stable and automobile garage at Arcola, loss, $1,200; business portion of Cupar, loss, $50,000; elevator and 6,000 bushels of grain at Broadview; business block at Regina, loss, $40,000.

British Columbia.—Business block in Chinese quarter of Vancouver, sash and door factory at Revelstoke, loss, $5,000.

On March 25, the steamer *Sechelt* capsized off the shore of British Columbia and became a total wreck.

*See reports of local correspondents.

Conditions in the Industries and Trades.

Conditions of employment during March in the several industries and groups of trades throughout Canada, as indicated by reports of correspondents to the *Labour Gazette*, and by information received at the Department of Labour from other sources, may be briefly summarized as follows:—

Agriculture.

Preparations for the beginning of spring work were under way throughout Canada but were retarded in Manitoba and the Eastern Provinces by cold weather. Further west, however, the weather was considerably milder and farmers were expecting to be on the land at an early date. There was a marked revival in the demand for farm help, which was generally scarce. Other features of the month were the activity in connection with the pruning and spraying of trees in the fruit-growing districts, and the favourable reports from the maple sugar industry. Farm produce continued to bring good prices. Stock sales were well attended, prices ruling high. A general increase in farm values took place in the North-west provinces, some large holding companies having advanced prices by from $5 to $10 per acre.

Successful seed fairs were held during the month at Summerside, P.E.I., Guelph, Ont., and other points.

An important Order-in-Council was

passed during March, regulating the importation of nursery stock with a view to the prevention of insect pests and diseases destructive to vegetation. Inspectors to carry out the regulations will be appointed.

The final statistics of crop yields and acreage in crop in Saskatchewan during 1910 show that the province raised a total grain crop of 145,071,663 bushels. Although the returns indicate that an increasing amount of attention is being devoted to mixed farming, the province still holds a premier place as a wheat growing country, having raised 72,666,399 bushels of that cereal, exceeding by four million bushels the estimate issued early in the season. This was grown on 4,664,834 acres, or 579,834 more than were cropped in 1909, an average of 15.58 bushels per acre.

Fishing.

Catches have been light in the Maritime provinces, drift ice having interfered with off-shore operations. The first of the Lunenburg fishing fleet had left for the banks. The yield of winter fishing appears, on the whole, to have been somewhat below the average. Lobster and shad fishing will begin shortly. Quietness was also reported from other fishing districts of the Dominion. The run of spring salmon had begun on the Fraser River, but catches were light. Whaling operations off Vancouver Island promised to be on a larger scale this year than in any previous season.

The fishing regulations of the Dominion government have been amended to prevent beam or other trawlers from participation in bounties.

Lumbering.

The Ontario and Quebec camps closed in certain districts somewhat earlier than usual owing to the depth of snow. The result was to throw a considerable number of men on the market, though in several sections work has been prolonged to a later date than last year. Concurrently, the low water in the streams curtailed the operation of mills. The drives, it is expected, will be considerably later than last year. The cut is estimated to fall, on the whole, only slightly under that of 1909–10, and there will be an abundance of material for an active sawing season. In Manitoba, the winter just closed is reported to have been the best in many years for bush work, about 20,000 men having been employed in the territory tributary to Winnipeg cutting ties, poles and other lumber. In British Columbia, some of the larger mills have begun sawing, and logging was active.

It was announced by the Honourable the Premier of Quebec, that the policy of the Province with regard to the manufacture of pulpwood cut on Crown lands as enunciated by the Order-in-Council of April 2, 1910, would be maintained. Prices have been firm throughout Canada.

Mining.

Activity has been well maintained in the Nova Scotia collieries and the outlook is for a busy summer in the coal trade. In Quebec preparations were under way looking to the resumption of activity in the asbestos and copper mines, but the prevailing cold weather here, as in Eastern Ontario, hampered operations. Conditions remained with little change in the Cobalt camp. Development work was active in the Porcupine district and a very busy summer is expected. Labour disturbances affected the output of the Alberta and Crow's Nest Pass collieries, but on Vancouver Island operators were very busy and extensive developments are planned by the employing companies. Little change in conditions in metalliferous camps occurred as compared with February.

The mineral production of Nova Scotia for the year ending September 30, 1910, was as follows:

Mineral.	Quantity.
Coal raised (gross tons)	5,477,146
[1]Iron ore (net tons)	52,640
Pig iron made (net tons)	341,764
Ingots steel made (net tons)	409,663
Limestone quarried (net tons)	483,100

[1]Iron ore imported 705,351 net tons.

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of *The Gazette* as published in the present issue several trades and industries throughout the Dominion. The table has reference only to the amount of employment headings in *The Gazette*. In tabulating the information in question, the terms employed are divided into two groups, active, very active; (2) quiet and very quiet.

City and District of Correspondent.	Agricultural operations.	Fishing.	Lumbering (including sawmilling.)	Mining.	Manufacturing.	Railway construction.	Building trades.
Nova Scotia—							
1—Sydney	Active	Quiet	.....	Active	Very active	.....	Quiet
2—Westville	Quiet	.....	Active	Active	Active	.....	Active
3—Halifax	Quiet	Quiet	.....	.....	Quiet	.....	Very quiet
4—Amherst	Quiet	.....	.....	Active	Very active	.....	Active
Prince Edward Island—							
5—Charlottetown	Quiet	Active	.....	.....	Active	.....	Quiet
New Brunswick—							
6—Moncton	Active	Quiet	Active	.....	Active	.....	Active
7—St. John	Quiet	.....	Active	.....	.....	.....	Quiet
8—Newcastle	Quiet	Active	Active	.....	.....	.....	Quiet
Quebec—							
9—Quebec	Active	.....	Active	.....	Active	.....	Quiet
10—Sherbrooke	Quiet	.....	Active	Active	Very active	.....	Active
11—Three Rivers	Quiet	Quiet	Active	.....	Active	Active	Active
12—St. Hyacinthe	Active	.....	.....	.....	Very active	.....	Quiet
13—St. Johns and Iberville	Active	.....	Active	.....	Very active	.....	Active
14—Sorel	Active	.....	.....	.....	Active	.....	Quiet
15—Maisonneuve	.....	.....	.....	.....	Very active	.....	Quiet
16—Montreal	Active	.....	.....	.....	Active	.....	Active
17—Hull	.....	.....	Active	Quiet	Active	.....	Quiet
Ontario—							
18—Ottawa	Active	.....	Active	.....	Active	.....	Quiet
19—Kingston	.....	.....	Active	Active	Active	.....	Active
20—Belleville	Active	Active	Active	Active	Very active	Active	Active
21—Peterborough	Active	.....	Quiet	.....	Active	.....	Active
22—Toronto	Active	.....	.....	.....	Active	.....	Active
23—Niagara Falls	Active	.....	.....	.....	Active	Active	Quiet
24—St. Catharines	Quiet	.....	.....	.....	Very active	.....	Active
25—Hamilton	.....	.....	.....	.....	Very active	Active	Quiet
26—Brantford	.....	.....	.....	.....	Very active	.....	Active
27—Guelph	Quiet	.....	.....	.....	Active	.....	Quiet
28—Berlin	Quiet	.....	.....	.....	Very active	.....	Quiet
29—Woodstock	.....	.....	.....	.....	Very active	.....	Active
30—Stratford	Quiet	.....	.....	.....	Very active	.....	Quiet
31—London	Active	.....	.....	.....	Active	.....	Quiet
32—St. Thomas	Quiet	.....	.....	.....	Active	.....	Quiet
33—Chatham	Quiet	.....	.....	.....	Active	.....	Quiet
34—Windsor	Active	.....	.....	.....	Very active	.....	Active
35—Sault Ste. Marie	Quiet	.....	Active	.....	Active	.....	Quiet
36—Port Arthur & Fort William	.....	.....	Active	.....	Active	Active	Quiet
Manitoba—							
37—Winnipeg	Quiet	.....	Active	.....	Active	Active	Active
38—Brandon	Quiet	.....	.....	.....	Active	.....	Active
Saskatchewan—							
39—Regina	Active	.....	.....	.....	Active	Active	Active
40—Moose Jaw	.....	.....	.....	.....	.....	.....	Quiet
41—Saskatoon	Active	.....	.....	.....	Active	.....	Active
Alberta—							
42—Calgary	.....	.....	.....	.....	Active	Active	Active
43—Edmonton	Active	.....	.....	Very active	Active	.....	Quiet
44—Lethbridge	Active	.....	.....	Quiet	Active	.....	Quiet
British Columbia—							
45—Nelson	.....	.....	Active	Quiet	.....	.....	Active
46—New Westminster	.....	Quiet	.....	.....	Active	Active	Active
47—Vancouver	Active	.....	Active	.....	Active	.....	Quiet
48—Victoria	.....	.....	.....	.....	Active	Active	Quiet
49—Nanaimo	Quiet	Quiet	Active	Very active	Active	.....	Active

CANADA DURING THE MONTH OF MARCH, 1911.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken as to wage changes, trade disputes and kindred phenomena treated under separate the order indicating in each, the degree to which general conditions were favourable or unfavourable, as follows: (1)

	Metal, engineering and ship-building.	Wood-working.	Printing and Allied trades.	Clothing.	Food and tobacco preparation	Leather.	General transport.	Miscella-neous.	Unskilled labour.
1—	Active	Active	Active	Active	.....	.....	.....	.....	Very quiet
2—	Active	.....	Active	Active	Active	Active	.....	Active	Active
3—	Quiet	Active	Active	Quiet	.....	.....	Active	.....	Quiet
4—	Active	Active	Active	Active	Active	Active	Active	Active	Active
5—	Active	Active	Active	Active	Active	Active	Quiet	Active	Quiet
6—	Active	.....	Active	Active	Active	Active	Active	Active	Quiet
7—	Active	Quiet	Active	Active	Active	.....	Active	Active	Quiet
8—	Active	.....	.....	.....	.....	.....	.....	.....	Very quiet
9—	Active	.....	Active	Quiet	Active	Active	Active	Active	Quiet
10—	Active	Active	Active	Active	Active	.....	Active	Active	Active
11—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
12—	Very active	Very active	Active	Quiet	Active	Active	Active	Active	Active
13—	Active	Active	Active	Quiet	.....	.....	Active	Active	Active
14—	Active	Active	.....	.....	.....	.....	Active	Active	Active
15—	Active	Active	Active	Active	Active	Active	Quiet	Active	Active
16—	Active	Active	Active	Active	Active	Active	Active	Active	Active
17—	Active	Active	.....	.....	.....	.....	Active	Active	Quiet
18—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
19—	Active	Active	Active	Active	Quiet	Active	Active	Active	Active
20—	Active	Active	Active	Active	Active	Active	Active	Active	Active
21—	Active	Active	Active	Quiet	Active	.....	Active	Active	Quiet
22—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
23—	Active	.....	.....	Active	Active	.....	Active	Active	Quiet
24—	Active	Active	Active	Active	Active	Active	Active	Active	Active
25—	Active	Active	Active	Active	Active	Active	Active	Active	Active
26—	Very active	Active	Active	Active	Active	Active	Active	Active	Quiet
27—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
28—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
29—	Active	Active	Active	Active	.....	.....	Active	Active	Quiet
30—	Active	Active	Active	Active	Active	Active	Active	Active	Active
31—	Active	Active	Active	Active	Active	.....	Active	Active	Very quiet
32—	Active	.....	Active	Active	.....	.....	Active	Active	Quiet
33—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
34—	Active	Active	Active	Active	Active	.....	Active	Active	Active
35—	Active	Active	Active	Active	Active	.....	.....	Active	Quiet
36—	Active	Active	Active	Quiet	Active	.....	Active	.....	Quiet
37—	Active	Active	Active	.....	.....	.....	.....	.....	Active
38—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
39—	Active	Active	Active	Active	Active	.....	Active	Active	Very active
40—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
41—	Active	Active	Active	Active	.....	.....	Very active	Active	Active
42—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
43—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
44—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
45—	.....	.....	.....	.....	.....	.....	Active	.....	Quiet
46—	Active	Active	Active	Active	Active	.....	Active	Active	Active
47—	Active	Active	.....	Active	.....	.....	Active	Active	Quiet
48—	Active	.....	Active	.....	.....	.....	Active	Active	Quiet
49—	Active	Active	Active	.....	Active	.....	Active	Active	Quiet

Patent fuel (coke) made (net tons)	493,167
Gypsum quarried (gross tons)	322,974
Building stone, quarried (net tons)	8,503
Bricks, made	21,305,500
Drain-pipe, made (feet)	974,819
Grindstones quarried (net tons)	325
Gold bearing ore mined (net tons)	49,557
Gold produced (ounces)	10,675
Manganese ore (net tons)	25
Copper ore (net tons)	nil
Antimony concentrate (net tons)	203
Moulding sand (net tons)	180
Scheelite (net tons)	75
Sulphate of Ammonia (net tons)	3,622

The returns of coal sold in 1910 were 1,806,999 tons as against 1,769,803 in 1909. The output of iron increased by 40,640 tons over 1909. The gold production was 10,675 ounces from 49,557 tons of ore, an average yield of $4.09 per ton. This is the smallest number of tons of ore mined since 1894, and the smallest number of ounces of gold recovered since 1874. The output of gypsum was 322,974 tons, an increase of 23,929 tons over 1909. There was no change in brick and clay products from that of 1909. Building stone fell off greatly, the output of the quarries being but 8,503 tons as against 63,861 tons in 1907. This is accounted for by the increased use of cement in building operations. The number and classes of workmen employed in the Nova Scotia coal mines, for the year ending Sept. 30, 1910, were:

Underground: Skilled workmen, 4,883; labourers, 3,018; boys, 767. Surface: Skilled workmen, 937; labourers, 1,194; boys, 171. Construction: Skilled workmen, 21; boys, 10.

The thirteenth annual meeting of the Canadian Mining Institute was held at Quebec, Que., March 1-3.

The annual meeting of the Crow's Nest Pass Coal Company was held on March 10. The coal mined by the Company during the year amounted to 1,209,762 tons; the amount of coke produced 194,498 tons. The amount spent on improvements $144,314, and the amount charged to mine development $19,316.

The annual meeting of the Amalgamated Asbestos Corporation was held on March 8. A deficit of $59,213 was announced on an expenditure period of seven months and an income period of five months.

Manufacturing.

Industrial establishments continued very active in nearly all of the larger centres of industry throughout Canada. The outlook is for a considerable expansion in buildings and equipment during the coming season. Low water interfered with operations, but these conditions were local in effect. Exceptional activity was reported from the iron and steel industries and from farm implement establishments.

The second annual meeting of the Canadian Cement and Concrete Association was held March 7.

Railway Construction.

No material change from winter conditions had occurred up to the close of March, though staffs were generally augmented. Detailed arrangements as to work of the coming season were being completed. In this connection, several important plans were announced and contracts awarded. The contract for 100 miles of railway grading and ballasting on the Alberta Central Railway was awarded to Janse, McDonald, and Company. It was announced that the Canadian Pacific Railway Company would spend several million dollars in Ontario on improvements, stations, yard, etc. Contracts amounting to $8,000,000 for grading, in Western Canada, were awarded by the Canadian Northern Railway Company. It is expected that the main line of the Grand Trunk Pacific Railway will be completed this year as far as Tete Jaune Cache; contracts to the amount of $17,000,000 on new work were awarded in March. In British Columbia the year will be very active: in addition to new lines projected by the Grand Trunk Pacific and Canadian Northern Railway Companies, the Canadian Pacific Railway Company will spend about $8,000,000 on betterments in the Province; altogether it is estimated the Canadian Pacific Railway Company will spend $14,000,000 this year on new branch lines, which in western Canada alone are now under contract to the extent of 344 miles. The first section of the Quebec and Saguenay Railway, extending from the east

end of the Qubeec Railway at St. Joachim to Murray Bay, a distance of fifty-six miles, has been put under contract to Mr. M. J. O'Brien of Renfrew.

General Transport.

Railway traffic was well maintained and the earnings of companies continued to show substantial increases compared with the corresponding period of 1910. Car shops were very busy. Street railway traffic was also heavy and staffs were being gradually augmented. There was some activity in the work of preparing boats for the season of navigation; the outlook at the closing of the month of March was that the season would be late in opening. The first steamboat of the season arrived in Toronto harbour on March 29. A weekly service between Germany and Canada is announced as a feature of the approaching trans-Atlantic shipping season.

The Board of Railway Commissioners will, during May, take up the question of requiring all railway companies to protect main line switches and to adopt an adequate block system.

The report of the Harbour Commissioners of Three Rivers for 1910 showed that fifty-three steamers registered, compared with forty-seven in 1909. The number of canal boats declined from 1,179 to 772. The high showing of 1909 was due to the heavy export of pulpwood in anticipation of the prohibition of export.

Up to the closing week of March it was estimated that the value of exports via the port of St. John, N.B., during the past winter exceeded $13,000,000, a substantial increase over the same period of last year. Import business has also been larger.

The Chief Operating Officer of the Board of Railway Commissioners was recently called upon to report on the operating rules of electric lines and found a marked difference in some. The Board has accordingly directed the companies to appoint a committee to deal with the matter of compiling a uniform code of rules suitable for operation for electric railways, both single and double track.

The Trades.

Building.—There was a considerable increase in activity among the various branches of the building trades during March, though in some localities the severity of the weather prevented outdoor operations. The outlook is that the approaching season will be still more active than in 1910. The number of permits issued and the value of buildings represented therein during the first three months of the year exceeded the similar returns for 1910 in many localities.

Metal and woodworking trades.—Employés in industrial establishments had an active month and the outlook is for a continuance of these conditions.

Printing and allied trades.—Members of the allied trades were well employed in the various cities.

Clothing.—Journeymen tailors were busy, and garment workers and boot and shoe workers had an active month.

Textile trades.—Woollen and cotton mills were working steadily with good orders ahead.

Leather.—Conditions remained with little change from last month. Prices were firm.

Food and tobacco preparation.—Bakers were active and confectioners had a good month. Cigar and tobacco workers were active.

Miscellaneous.—Retail clerks, hotel and restaurant employés reported activity.

Unskilled labour.—Though the continuance of the cold weather delayed outside operations, unskilled labourers were gradually resuming work. The return of lumbermen from the camps increased the supply of general labour at a few points, but it is expected that a few weeks time will see all at work. The railway construction camps were already taking on large numbers of men, and in farming, civic improvement work and building there will shortly be a pronounced demand for labour.

Canadian Trade and Revenue.

Foreign trade.—During February, 1911, the total value of imports entered for consumption in the Dominion of Canada,

was $35,589,249, compared with $30,341,462 in February, 1910. For the first eleven months of the present fiscal year ending February, 28, 1911, the total value of imports entered for consumption was $412,070,765, compared with $332,391,669 in the corresponding months of the last fiscal year. The total value of domestic exports during February, 1911, was $15,045,014, compared with $15,337,043 in February, 1910. The total value of exports during the eleven months ending February 28, 1911, was $253,952,299, as against $257,012,262 in the corresponding months of last year. During February, 1911, there were increases in exports of the mine and manufactures, and decreases in exports of the fisheries, the forest, animals and their produce and agriculture. The grand total of Canadian trade for February, 1911, was $52,946,413, compared with $46,291,201 in February, 1910, and for the eleven months ending February 28, 1911, $687,377,488, as against $610,577,981 in the corresponding months of the last fiscal year.

During March Canadian Trade Commissioners received instructions from the Department of Trade and Commerce, Canada, to investigate the possibility of introducing or increasing the importation of carriages, wagons, motor vehicles, bicycles and Canadian lumber abroad. Openings for dairy machinery were reported in Colombia.

Imperial trade.—A demand for Canadian box boards, staves, strong hog hairs for brush manufacture, ropes, binder twine, apples, rubber footwear, and birch for spool making, was stated to exist in Great Britain. Canadian buggies were said to be popular in Barbados; with more activity on the part of commercial travellers could be made to replace the lighter articles produced in the United States. An increase in the importation of Canadian whiskey was reported in British Honduras. The appointment of a Trade Commissioner to Canada was proposed by the government of Barbados. and a branch of the Royal Bank of Canada has been opened at Bridgetown in that Dominion. A market for Canadian marine motors, wood and cardboard boxes was reported in Newfoundland. The value of Canadian exports to New Zealand during the calendar year 1910 amounted to £261,221. It was reported to the Department of Trade and Commerce, Canada, from Durban that the Canadian imports into South Africa during 1910 reached a total value of £467,578.

Domestic trade.—General trade was fairly active. The cold weather had the effect of clearing out supplies of winter goods. Spring lines were correspondingly slow, but a healthy tone was noted. Collections were somewhat slow.

The February bank statement showed an advance in current loans, and deposits also showed a heavy increase. Note circulation showed a larger February expansion than in any year since 1901. A steady increase in business activity is indicated by the statement.

A feature of the past two months has been the heavy increase in bank clearings as compared with the corresponding period of 1910. For the week ending March 17, for example, the increase amounted to over twenty per cent.

The fifty-seventh annual report of the Bank of British North America showed total profits of $554,941. Average profits during five years, 1905-1910 were $518,008.

Canadian revenue.—For the eleven months of the fiscal year 1909-1910 the total revenue was slightly in excess of $104,000,000, an increase of over $14,000,000 as compared with the same period of 1908-1909.

The annual Budget Statement of the Honourable Minister of Finance was presented to the House of Commons on April 4. A surplus of $30,500,000 on a revenue of $117,500,000 was announced.

Notes.

The installation of Hydro-electric power generated at Niagara Falls was completed at St. Thomas, Ont., and the service successfully inaugurated on March 24.

The annual banquet of the Guelph

Co-operative Association was held on March 7. On the same date, the thirtieth quarterly meeting of the Industrial Co-operative Society of Valleyfield, Que. was held, the reports showing an increase of $1,197 in sales over those of the preceding quarter and an increase of $974 over those of the corresponding quarter of last year. Further progress in connection with establishing a furniture factory on the labour-copartnership plan was reported from Guelph. The Workmen's Store (co-operative) at Dominion, C.B., held its eighth annual meeting on April 1, reporting sales of $51,999 during the last half year, an increase of $11,994 over the previous six months. The Seventeenth Quarterly Report of the Sydney Mines, C.B., co-operative stores show sales for the quarter of $30,416, an increase over the previous quarter of $1,102.

As previously reported in the *Labour Gazette*, the Royal Commission on Industrial Training and Technical Education spent a considerable portion of January and February at the Department in Ottawa, for the purpose of preparing a digest of the evidence taken in the course of its investigations throughout Canada and in the United States. Some weeks were spent by the Commission at this task, in order that, in connection with subsequent investigations to be carried on in Europe, it might have at its command in the most readily accessible form, details as to the requirements of Canada with respect to the matters that have been the subject of their enquiry. The work in this connection was completed in March and the Commission sailed in the closing days of the month for Europe. No final itinerary of the Commission while in Europe had been arranged prior to their departure, but it was expected that the Commission will first inspect the more important technical institutions of the United Kingdom, and will thereafter visit Germany, France, Belgium, and other countries on the continent of Europe, returning to this country at the end of the summer.

II.—REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

LABOUR continued active during March, and except for an occasional idle day at some of the mines, the larger industries were busy. Preparations being made by the Coal Companies, in the opening up of new collieries and the further development of those now in operation, point to a busy summer in the coal trade. The continued enlargement of the Sydney steel plant and improvements made in different departments will result in larger outputs of steel and an increase in the volume of business in iron and steel products. The Dominion Steel & Coal Corporation will have a fleet of twenty vessels in the coal trade during the summer. Two large vessels with a capacity of 10,500 tons will carry ore from the Wabana mines to the Sydney Steel plant, and another large vessel will be continuously employed in carrying limestone. The Nova Scotia Steel & Coal Company will have eight vessels of large capacity in the coal trade and ten others in the iron ore business. A large amount of coal has been placed in the coal heaps in the Glace Bay and Sydney Mines districts and these will be added to until the navigation season opens up. Further additions to the Sydney steel plant are being made. The work of excavation for the foundation of No. 7 blast furnace was begun during the month. The foundation of No. 8 furnace was completed, and the framework of the furnace itself is being constructed. Machinery for a new nail mill arrived and was unloaded. The frame-work over the two 450-ton mixers will be completed early in June. The new mixers will greatly facilitate the making of Bessemer steel, and the holding capacity of molten

iron will be increased from three hundred to twelve hundred tons, which will eliminate any necessity for making or re-heating pig-iron, as the metal will be used in its molten state. The large power plant equipped with electric turbine engines will be ready by the first of August. A second rod mill is soon to be added. Two new steamers for the ore trade are due to arrive at Sydney in the latter part of April. Winter weather, while very cold, was favourable to railway transportation, and the Intercolonial Railway handled much freight. The tramways were uninterrupted by snow-storms and were busy. The cement works, the tar and chemical works, the woodworkers and other factories, were all busy. The frosty weather brought much work to plumbers and kept them busy making repairs. The building trades were quiet. The retail and wholesale trades had a good month.

A committee of the Provincial Workmen's Association, together with members of the Dominion Coal Company's Employés' Benefit Society, waited on the local Government with a view of having the Government increase its contribution to the fund. The Provincial Workmen's Association part of the Committee objected to the proposed change in the mining law, forcing lock safety lamps into all collieries, whether they are required or not. They also asked that riding raikes into and out of a coal mine become compulsory when the slopes are steep or of great distances. Rescue service corps with rescue apparatus in case of accident in coal mines were also discussed with the Government. A Board of Conciliation to inquire into the North Atlantic Coal Mining dispute sat at Port Morien and took evidence.

CONDITION OF LOCAL INDUSTRIES.

Agriculture was quiet.

Fishing.—Drift ice has so far prevented fishermen from doing anything on the Cape Breton coast.

Lumbering.—Large amounts of pit timber were cut and placed on the railway sidings for transportation.

All other industries were quiet.

CONDITION OF PARTICULAR TRADES.

The building trades were quiet. All the other trades were active. There was an abundant supply of unskilled labour.

WESTVILLE, N.S., AND DISTRICT.

Mr. T. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Work, in general throughout this district in February was brisk, especially around the collieries. The output and shipments from the mines show a marked increase over the corresponding month of 1910. Other industries, not ruled by weather conditions, have been in general well employed. Coal shipments from the coal mines in this town and district for the month of February, 1911, were about 47,000 tons.

The town of Westville has installed a new pump at the town water works. The other pump is kept in readiness as an emergency pump.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farming was quiet owing to weather conditions.

Lumbering.—This industry has been very brisk. In addition to the log cut there has been a large supply of pit timber delivered at the collieries.

Manufacturing.—The several industries were generally well employed.

Mining.—The market for coal is very good at present with favourable outlook for a continuance of same.

CONDITION OF PARTICULAR TRADES.

The building trade is at present in its preparatory stage, making ready for work as soon as weather permits it. It is expected that work in the building line will be very brisk in this district during the summer. The other skilled trades were active.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Work, particularly in the building trades, remained dull during March. There were few permits issued, and they did not aggregate much in value. Work on street cleaning and sewer building was practically at a standstill owing to the weather. Nothing substantial has yet developed in regard to the erection of larger buildings, although it is rumoured that there will be some large bank structures and extensions undertaken in the near future. The erection of a new naval college and barracks on the Admiralty grounds should cause a stir in the now very quiet building trades. Work along the water front has been fairly brisk, owing to the arrival of large numbers of immigrants. In March, 1909, some 4,806 landed; in March, 1910, 11,675; but March, this year, promises to exceed the latter figures. Not only are there large numbers, but the classes are probably better, as regards financial standing and other desirable qualities.

By the returns published in the Provincial Secretary's report for Nova Scotia (recently brought down in the Provincial Legislature) it is shown that 102 companies were incorporated during the year ending September 30, 1910, as against 138 during the previous year. During the same period the number of companies registered was 744, as against 649 in the previous year. There were four additional farmers' fruit, produce and warehouse associations formed during the year, viz.: Hillside Packing Company, Limited, capital, $2,000, head office, Bear River, Annapolis county; Port Williams Fruit Company, Limited, capital, $10,000, head office, Port Williams Station, Kings county; Round Hill Fruit Company, Limited, capital, $6,000, head office, Round Hill, Annapolis county; Maple Leaf Fruit Company, Limited, capital, $8,000, head office, Canning, Kings county.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Local fishermen made but small catches during the month. There is much demand for fish, owing partly to the Lenten season, but the articles has been scarce and prices were well maintained.

Manufacturing.—Manufacturing was fair. Some seventy men were laid off at the Acadia Sugar Refinery for a few days, owing to lack of raw material; they resumed work March 20.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers, plumbers, stone cutters and builders' labourers were dull. Electrical workers were fair. Blacksmiths, horseshoers, ship caulkers and boilermakers were dull. Woodworkers were fair. Car builders and finishers were employed above the average. Printers, pressmen and bookbinders were busy. Tailors were generally active. Boot and shoe workers, barbers, hotel employés and laundry workers had a fair month. Freight handlers were busy. Maintenance-of-way employés were fair. Longshoremen had a good month. Unskilled labour was dull.

AMHERST, N.S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

At this season of the year with the prospect that spring work will be opening shortly, it might not be out of place to make a forecast for the coming summer. Building operations promise to be very brisk, and as soon as the weather permits, a large number of new buildings will be started which will furnish more work than the local market for labour can supply. An opera house, a new twelve-roomed school building, and a new hotel, all brick structures, will be started in April or May and a large number of new residences will also be built. During the past month

the Crawshaw Furniture Company started operations. This industry will for the summer employ about twenty hands, but look for an increase before many months. The Canadian Car Company added two new shops to their extensive plant. A dry kiln was also erected and in this industry everything points to a busy summer. It may be safely said that the summer of 1911 will be the busiest in this town since the industrial depression of 1907.

At Springhill the strike continues. The town has been placed under a police commission.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—This industry is of course quiet at the present season. Farmers are complaining of the want of a sufficient market for hay, which is the staple crop in this vicinity. A large quantity of last year's crop has not yet been marketed. The price is, as a natural result, low. Other farm products high and a good local market.

Fishing.—No fishing has been done during the past month, but active preparations are being made for the lobster season which opens on April 15.

Lumbering.—The past month has witnessed operations of the most active character. The cut has been the heaviest for years. Parrsboro and Pugwash, the two main shipping points, expect to export over 40,000,000, from each port this year.

Manufacturing.—All the manufacturing industries are exceptionally busy at this time. The pay rolls were never larger than in March and the outlook for the summer is good.

Mining.—The strike at Springhill still curtails the output of the collieries of that town but in the other coal mining centers the output is well up to the average.

CONDITION OF PARTICULAR TRADES.

Climatic conditions have prevented bricklayers, masons and stonecutters from being at work, but if April is a favourable month all these trades will be well employed. Painters and paper hangers have been very busy. Carpenters and joiners have been well employed. Iron moulders have been well employed. Iron workers and helpers have had steady work. Machinists and engineers have been busy. Boilermakers are well employed, and electrical workers have been active. Woodworkers have been busy, upholsterers only fairly well employed. Car builders have been exceptionally busy, with pattern makers very busy. Printers and pressmen very busy. A limited number of printers could find employment here. Clothiers are busy and garment makers well employed. Boot and shoe makers were steadily employed. Bakers and confectioners report work brisk. Trunk and bagmakers were very busy. Barbers are steadily employed. Clerks and stenographers were busy. Unskilled labour has been well employed.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The labour market during March showed the usual improvement over that of February, although the supply was still in excess of the demand. There was little change to be noted in out-door work. In Charlottetown, the remodelling of the new Royal Bank of Canada, and the fitting up of the new offices for the Marine Department were among the principal contracts of the month. The breaking up of the roads in the latter part of the month interfered to some extent with the general business, but the volume of trade, on the whole, was fully equal to that during March 1910.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The usual work of tending cattle, hauling mussel mud, fitting up fence rails was carried on during the month and there was no noteworthy

feature in the agricultural labour situation.

Fishing.—With the approach of spring there was the usual activity among the lobster fishermen, getting their traps ready for the opening of the season.

In the local legislature, which was in session all this month, a resolution was carried unanimously, asking parliament to suspend until next season the operation of the regulations requiring the enlargement of the spaces between the laths, and the size of the net meshes in the heads of the lobster traps.

Manufacturing.—Conditions in this line were unchanged, the supply of, and the demand for, labour being well balanced.

Railroad construction and employment.—Conditions were unchanged from those of February. Routine work was carried on as usual. Operations on a limited scale were carried on in connection with the building of the Elmira branch.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners were active. Lathers and plasterers had a dull month. Painters, decorators, paper hangers, plumbers, gas and steam fitters and stone cutters were active. Builders' labourers had a dull month. Iron moulders, workers and helpers, machinists and engineers, steam engineers, electrical workers, linemen and sheet metal workers were active. Woodworkers, carriage and waggon makers and car builders were active. Printers, pressmen and bookbinders were active. Journeymen tailors, garment workers and boot and shoe workers, bakers, confectioners and tobacco workers were active. Tanners and curriers had a dull month; saddlers were active. Clerks and stenographers, railroad conductors, locomotive engineers, firemen, railroad telegraphers, trainmen, switchmen and trackmen were active. Freight handlers and longshoremen, except at Georgetown, the winter port, had a dull month. Steamboatmen, except those on the winter boats, had a dull month. Teamsters and expressmen were fairly active. The supply of unskilled labour in its various departments was considerably in excess of the demand.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour conditions remained quiet and unchanged from those of February during the first three weeks of March, but brightened materially during the last week. Building operations are still limited and civic labour light, but all local manufacturing concerns are active. The Moncton Cooperage branch of the Acadia Sugar Refinery employ forty men, with a fortnightly pay roll of about $650.00, and will handle over 5,000 cords of wood. The J. A. Marvin Company, Limited, biscuit factory will install $8,000 of new machinery this season and have a staff of fifty operatives which will be increased. This firm pays weekly and reports outlook good and business expanding. Excavation for the gas mains was commenced on the nineteenth instant by the Moncton Tramways, Electricity and Gas Company, and the initial work of installing the natural gas in the city begun. Work upon the projected street railway was started on the twenty-second instant and as soon as the ground is free of frost a very large force of men will be employed. In pursuance with the agreement made between the City of Moncton and the above Company, May 11, 1910, the lighting plants of the city passed from municipal control to the representatives of the Company. On March 16, the large gypsum mill and plant of the Albert Manufacturing Company, at Hillsboro, was entirely destroyed by fire, total loss $112,000.00. The mill had been closed for repairs for some weeks, and was to resume operations the morning of the disaster. About 100 men are thrown out of employment. The citizens of Hillsboro offer 20 years tax exemption as an inducement for the Company to rebuild. Customs returns for the month of February show material increases in both value and duty, as compared with February, 1910. The Board of Management of the Intercolonial Railway

have granted an increase of twenty per cent. to men employed in yards and ten per cent, to trainmen in the freight service out on the road, dating from January 1.

On February 26, the operatives of the Dominion Textile cotton factory went on a schedule of fifty-eight hours per week instead of sixty hours as before. The hours are now from 6.30 A.M. to 12 a.m. and from 1 p.m. to 6.06 p.m. Monday to Friday, and 6.30 a.m. to 11.30 a.m. on Saturday; about 240 hands are affected.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The thirty-fifth annual session of the Farmers' and Dairymen's Association was held at Fredericton, February 28 to March 3 and was was well attended. The dairy school at Sussex opened March 20, with courses in creamery and home dairy butter-making, cheese making and lectures upon care of dairy animals, etc. Farmers in sugar sections are busy in the manufacture of maple candy, syrup and sugar.

Fishing.—Quietness prevailed.

Lumbering.—Favourable weather for hauling throughout March greatly facilitated the getting out of logs, and the season's cut in some sections will exceed that of last winter.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters and joiners were quiet. Painters, decorators and paperhangers were active, with a good demand for experienced workers. Plumbers were quiet; also stone cutters and builders' labourers. Iron moulders, iron workers and helpers were steady, and machinists, engineers, electrical workers, stove mounters, boiler makers, blacksmiths and horseshoers busy. Woodworkers, upholsterers, carmen and coopers (barrel factory employés) were active. Printers, pressmen, bookbinders and photographers active. Journeymen tailors and garment workers were busy and in good demand. Milliners and milliners' apprentices were active. Butchers and bakers were active, and leather workers busy. Clerks and stenographers were busy, and the demand was fair. Hotel and restaurant employés were fairly active; theatre employés were active and laundry workers busy. The large influx of immigrants at the Ports of Halifax and St. John, for the west, and the heavy movement of freight created a large demand for railway crews and good time has been made by the men. Switchmen and trackmen were very busy. Freight handlers were active, also teamsters and expressmen. The demand for unskilled labour has so far been limited, but, with the commencement of street railway construction and of the gas installation, the call will be good.

ST. JOHN, N.B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The labour market during March showed an improvement over February, and as spring approaches will apparently grow more active. The Wilson Box Company, Limited, has started operations at Fairville. The plant and lumber yards cover eight acres, while the box mill itself has 42,000 square feet of floor space.

For the two weeks ending March 20, the city cashier paid out $9,915.21 in salaries, and $8,143.45 in wages, making a total of $18,058.66. Bank clearings for the four weeks ending March 23 were $5,569,388, and for the corresponding period last year, $5,423,693, being $145,695 greater in 1911 than in 1910, and $6,327,162 less than for the five weeks ending February 23 of the current year. The deposits in the Dominion Savings Bank for the month of February were $46,032.93, and the withdrawals, $49,199.05. Inland revenue receipts for the month of February show a decrease of $1,428.60 as compared with February last.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—D. Fraser & Sons, Limited, have purchased all of the property of James Murchie's Sons Company, in Madawaska county and at Lake Temiscouata. The sale includes 70,000 acres of timber land at Lake Temiscouata and on the Madawaska river, the mill and mill property at Edmundston, with two miles of piers and booms along the Madawaska river the store and twelve dwelling houses at Edmundston. J. S. Gregory, of St. John, has purchased the standing timber on Martin Dolan's property at Golden Grove, and is having part of the timber cut and hauled to Rothesay. In the spring it will be brought down to St. John to be sawed. The Thomas Nagle Lumber Company has been absorbed by the Maritime Lumber Company, Limited. Thomas Nagle will be the general manager of the new company. The Babbitt estate mill at St. Mary's commenced sawing early in March, and will manufacture about three million feet this season. The York and Sunbury Milling Company's mill at Gibson, will commence sawing about the first of April and will manufacture between four and five million feet this year.

CONDITION OF PARTICULAR TRADES.

The building trades and shingle weavers were dull; other skilled trades were active, with unskilled labour quiet.

DISTRICT NOTES.

Fredericton.—The Farmers and Dairymen's Association convention opened here on March 1.

NEWCASTLE, N.B., AND DISTRICT.

Mr. James Falconer, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The labour market has been very quiet, in fact the dullest for a long time. The weather during the winter was so fine the lumbermen got through with their operations earlier than usual. Consequently the men were thrown out of work and there will not be any other work yet for about a month. By that time the lumber drives will be on the move and a number of men will be employed getting the mills ready for the summer. There will also be considerable work repairing steamboats and ferry boats for the opening of navigation. The Baptist church has been completed and was reopened on March 17.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There is no work at present; nearly all the farmers have their winter manure out, and many were engaged storing ice.

Fishing is now over for a while. Shad will be the next run; the season begins about the first of May. The catch for the winter was hardly up to last season's.

Lumbering.—The teams and most of the men are out now. The winter was very fine and the cut is up to the average.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters and joiners were quiet. Machinists and engineers were fairly busy preparing the saw mills, getting them ready for sawing about the last of April, also getting the steamboats ready; carriage makers were busy.

QUEBEC, QUE., AND DISTRICT.

Messrs. E. Little and *P. J. Jobin, correspondents,* reported as follows:—

GENERAL CONDITION OF LABOUR.

The month has been a quiet one, fine and cold in the early part and with heavy snowstorms in the latter half. Weather conditions had a very pronounced effect on watercourses, resulting in lack of hydraulic power, the consequence being that a number of men and electric cars were laid off for some time. The cotton mills were only working half time owing to these conditions, and in the outside district several pulp

mills were only able to produce one half of their normal output. Outdoor building operations had not commenced, but steamboatmen were actively employed painting and refitting generally for their next season's work. The closing of the Provincial Legislature on March 24 lessened activity among hotel and restaurant employés and carters.

The thirteenth annual convention of the Canadian Institute of Mines was held at Chateau Frontenac on March 1, the chairman being Dr. Adams, President. After the various reports had been read and approved, the election of officers proceeded and resulted as follows:—

President.—Dr. Adams, Montreal, re-elected.

Vice-Presidents.—Dr. A. C. Barlow, Montreal; Mr. T. Cantley, New Glasgow.

Council (ten vacancies).—Dr. J. K. Bancroft, Montreal; Mr. R. W. Brock, Ottawa; Mr. A. A. Cole, Cobalt; Mr. E. T. Corkill, Toronto; Mr. Theo. Denis, Quebec; Mr. John Donnelly, Kingston; Mr. T. Dulieux, Montreal; F. W. Gray, Glace Bay; Mr. G. E. Silverter, Copper Cliff, Ont.; Mr. J. B. Tyrell, Toronto.

Several interesting papers and reports were presented during the sittings of the convention, which came to a close on March 3.

An incipient strike occurred in the John Ritchie Company, Limited, shoe factory when twenty-five shoe machine workers quit work on Friday, March 17, because a foreman had done some work of an absent employé. The men returned to work on March 20, Monday, only being out one day. The city council has awarded the contract for the new bridge over the St. Charles River to Messrs. François Lemoine and Sons of Montreal. The new bridge will be of the bascule design, 150 feet in length, and the price is $150,000. Good progress has been made during the month upon the new theatre on St. Joseph street, St. Roch.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Some camps were abandoned for the season, but conditions are such that lumbering generally was as good during March as in midwinter.

Manufacturing.—In the shoe manufacturing industry there was a perceptible falling off in the output, winter orders being filled, and the customary slack between seasons being already felt.

CONDITION OF PARTICULAR TRADES.

Carpenters and joiners, lathers and plasterers were active; painters, and plumbers were busy, but the other building trades were dull. From busy to active conditions prevailed in the metal and printing trades. Garment workers were active, boot and shoe workers were generally busy, but journeymen tailors were dull. Cigar makers and tobacco workers were dull. Tanners and curriers reported active conditions. Laundry workers were active, delivery employés, hotel and restaurant employés were quiet, and furriers were dull. Railway employés were active; steamboatmen were quiet and ship labourers and longshoremen were dull. The supply of unskilled labour was in excess of the demand.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

For the season of the year labour has been in good demand. Machine shops and all inside industries have been well employed, running full time. The demand for labour when the season opens up will be good. In addition to the extension of the street railway system, which was uncompleted last fall when the bad weather set in, there will be many contracts let which will call for labour. This is especially so in the building line. Among the contracts let already are: New head offices for the Quebec Central Railway Company; a new monastery for the Redemptorist fathers, to cost at least $86,000; additions to St. Charles Seminary, to cost about $70,000; a new busi-

ness block in East Sherbrooke; a new and additional school by the Protestant Board, in the South Ward. Besides this, many private residences have been contracted for. The contractors for the new dam for the power plant on the Magog river for the city will start operations just as soon as weather conditions permit. When the above are under way, and when the work ahead of the various other industries is taken into consideration, there will be no lack of work in Sherbrooke during the coming season.

Retail business was somewhat quiet during the month, owing to the fact that the weather was very stormy. The Lenten season is always expected to be quiet.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work was quiet.

Lumbering.—Operations closed about the middle of the month, but many men were kept on to look after the spring drives. Reports from various centres go to show that the season was a good one.

Manufacturing. — All manufacturing concerns are running full time.

Mining.—Operations, especially in the Quebec Central district, will start on the first of April. Several of the asbestos properties, which were practically closed down during the winter, will start again, which means employment to a large number of men. In the copper mines at Eustis, where the weather conditions do not affect the workmen, they have been running to full capacity.

CONDITION OF PARTICULAR TRADES.

The building trade was practically at a standstill. Paperhangers and plumbers were busy. Moulders were active only in one of the large shops, owing to the fact that they were ahead of the machine shops. In the latter, night gangs were running to catch up with the work. Blacksmiths and jewellery workers were busy. The woodworking trade was busy getting out orders to be ready when the building season opens up. Carriage and waggon workers were busy. The printing trade was busy. Journeymen tailors and garment workers were active. Bakers and confectioners were busy; butchers were quiet; ice cutters active; cigar makers busy. Miscellaneous trades were active. Railway employés in this section were busy. Street railway employés, cabmen, hackmen and expressmen were active. Unskilled labour was in fairly good demand, for the season.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The general condition of the labour market has been quiet, but there was a decided improvement over February. The building trades have improved considerably. Work on the City Hall has been pushed with vigour. Contractor has now some sixty men employed on the new buildings of the Wyagamack Pulp and Paper Company, and will more than double that number next month. Merchants and shippers report trade normal for the time of the year. Business activity showed a remarkable improvement over February, both in wholesale and retail trade. Rates of wages and hours of labour remain the same, and harmony exists between employers and employés.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Quietness prevailed in this industry, but farmers are already preparing for the maple sugar season.

Fishing.—Local fishermen had a quiet month.

Lumbering.—Fine weather and enough snow helped the lumbermen a great deal in making logs, and it is hoped that there will be enough water in the rivers to float them all down.

Manufacturing.—All the factories were steadily employed, and report business improving.

Railway construction and employment.—Railway construction has been quiet in this district, but regular employment has been good.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons have had but little work, but carpenters and joiners were fairly busy. Painters and paperhangers were quiet, with plumbers busy. Builders' labourers were rather quiet. Iron moulders were busy, and iron workers had plenty of work. Machinists were well employed, with electrical workers and blacksmiths busy. Woodworkers and upholsterers were fairly busy. Carriage and waggon makers and pattern makers were active. Printers and pressmen were well employed. Journeymen tailors were active, with garment makers very busy, and boot and shoe workers well employed. Bakers and confectioners were well employed. Butchers and meat cutters were rather quiet. Ice cutters and drivers have had a busy time, the ice crop being extra good and thick. Cigar makers and tobacco workers were also well employed. Barbers were active. Clerks, stenographers and delivery employés were fairly busy. Furriers were dull. Hotel, restaurant and theatre employés were farly active, and laundry workers were very busy. Railway transport was fairly active during the month. Cab drivers, hackmen and carters have had a fair month. For unskilled labour, work was rather scarce part of the month, but will certainly improve in April.

DISTRICT NOTES.

Shawinigan Falls.—The contractors are rushing the construction of piers for a bridge to be stretched over the St. Maurice river, a little above the falls.

SOREL, QUE., AND DISTRICT.

Mr. J. A. Chênevert, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

There has been a change for the better in the labour market since last month. There was a demand for help, especially in the machine shops. On account of the opening of navigation within a month, there was much activity displayed in overhauling the fleet which has been wintering in this port, in order to have it ready in time, and over 1,500 workmen of all classes have been engaged at it. No building permits have been issued yet. Nothing in that line can be done before May, however, on account of weather conditions, so that masons and carpenters are out of work for the present. Business has slackened a little from seasonable causes. A number of families are leaving for Montreal, where the boys and girls may find work, so that many houses will remain empty on May first. There is some talk of an underwear factory being established here which will give employment to about one hundred people.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have completed their winter work, and were getting ready for the collection of maple sap for the manufacture of syrup and sugar. The local meat market was not very active. There was plenty of fish, and it sold cheap: haddock 5 cents a pound, instead of 8, and salmon 8 cents, instead of 15; and it was the same with other fish. The price of eggs has fallen, in three weeks, from 40 cents to 25 and 28 cents for fresh eggs, and limed eggs sold for 20 and 22 cents. Butter has also come down 3 to 5 cents per pound. Veal sold for $1 and $1.50 a quarter. Pork and beef were also cheaper. As a whole, the cost of living is today from ten to twelve per cent. cheaper than it was last fall and during January and February.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. Victor Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The condition of the outdoor trades during March was an active one, but the local supply was more than sufficient to meet the demand. Boot and shoe factories were quiet. The iron industry had a good month. There was much activity in the leather industry. Sash and door

factories were busy, working with full staffs. Organ builders were very active. A number of painters and joiners are being employed on paint and wood work at the cathedral. Wholesale and retail business was very good. Banks reported collections easy.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The agricultural situation was very prosperous. Fruit and vegetables sold readily. The demand for men to press hay was very satisfactory, but supply was not wanting.

CONDILION OF PARTICULAR TRADES.

Carpenters, painters and plumbers had a rather quiet month. Stone cutters and builders' labourers had a fair month. The metal and engineering trades were very active. Blacksmiths and horseshoers had a good month. Woodworkers were very busy. The printing trades had a good month. Garment workers were fairly well employed. Work was quiet in the boot and shoe factories. Bakers, confectioners and butchers had a very good month. Tanners and curriers were active Barbers were quiet. Clerks, stenographers and delivery employés had a fair month. Railway men were busy. Hackmen and carters were quiet. Unskilled labour was fairly well employed.

ST. JOHNS AND IBERVILLE, QUE., AND DISTRICT.

Mr. A. D. Pepin, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The condition of the labour market was active during March in St. Johns and throughout the district. A large number of summer houses were being built on the banks of the Richelieu river. Sash and door factories had a very active winter season, running with full staffs. The Standard Drain Pipe Company, outside of its local business during the year 1910, shipped 1,000 carloads of its product, which was a record, and a still larger output is anticipated for the present year. The Trenton and Dominion Potteries have had the best year in the history of these firms, and now the plants have been enlarged, a number of hands have been hired so as to increase the output. Six hundred hands now find steady employment in the Singer machine factory where there were only 300 in January, 1910. The Molleur hat factory, the Corticelli silk plant, as well as the agricultural implement factory and the various machine shops and foundries have been running full time, with full staffs. Wholesale and retail business was good for the season. Banks reported a satisfactory month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Good roads have made it easy for farmers to haul their products to market. Prices were high and steady.

Railway construction.—Work on the railway bridge between St. Johns and Iberville has been completed. Good progress was made in the demolition of the temporary bridge, employing a number of men.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners were very active. Lathers and plasterers had a quiet month. Painters and decorators, plumbers and steamfitters, stone-cutters and builders' labourers were very busy. Iron moulders and workers and helpers, coremakers, machinists, engineers and steam engineers were well employed. Electrical workers and linemen were rather quiet. Ship carpenters, caulkers, tinsmiths, tool sharpeners, horseshoers and jewellers had a good month. Woodworkers, upholsterers, polishers and varnishers, woodcarvers, carriage and waggon makers reported a good month. The printing trades were well employed. Journeymen tailors, garment workers, hatters, glove makers and boot and shoe workers were rather quiet. Bakers and confectioners, butchers and meat cutters, cigar makers and tobacco workers had a good month. Tanners and curriers were well employed. Barbers, clerks, stenographers, delivery

employés, furriers, hotel and restaurant employés and laundry workers were fairly well employed. Railway conductors, engineers, firemen, telegraph operators, trainmen, switchmen, trackmen and freight handlers were active. Cab drivers, hackmen, carters and draymen, teamsters, expressmen and unskilled labour were well employed.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. J. F. Girard, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

March was no better than February for the building and other outdoor trades. The other trades had a fair month. Business was fair, and collections satisfactory. Preparations were being made for a busy summer in building operations. Contractors were getting ready to begin operations at an early date, and large contracts have already been awarded. The City will also carry on considerable work this year, so that all classes of workmen anticipate a good season, and the indications are that work will commence earlier than last year.

CONDITION OF PARTICULAR TRADES.

Painters were in demand. Bricklayers were fairly active, but masons were quiet. Lathers and plasterers were fair. Plumbers and gas and steam fitters had a good month. Builders' labourers were quiet. All the metal trades were active, blacksmiths, tinsmiths and horseshoers being in demand. Carriage and waggon makers and car builders were very active. The printing trades had a very good month, pressmen and bookbinders being in demand. Journeymen tailors and custom garment workers were in demand. The food trades were very busy, bakers being in demand. The leather trades had a good month. Barbers were much in demand, as well as delivery clerks. The transport trades were busy, with the exception of ship labourers, longshoremen and unskilled labourers.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audette, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The activity which was expected to prevail at the beginning of the month was delayed by the cold weather. The building trades only had work on the larger contracts, which had to be completed for the first of May. In many places there were complaints of lack of lumber for flooring. Carpenters and joiners, however, had a fair month, and a busy summer is anticipated in the building trades. Eighty-six permits were issued during the month, for new buildings valued at $572,740, and fifty-four for repairs valued at $69,688, being an increase over March, 1910, of thirty-three permits, and $368,398 in the estimated value. Bank clearings during February amounted to $162,165,125, as against $145,685,050 and $120,115,223 during February 1910 and 1909, respectively, being an increase of nearly $17,000,000 over 1910. Custom duties on imports received in Montreal during the month of February show a slight decrease as compared with the same month last year, the figures being $1,387,240 and $1,397,947 respectively.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The sale of farm products during the month was large.

Manufacturing was generally active.

Railway construction was quiet.

CONDITION OF PARTICULAR TRADES.

With the exception of stone cutters, who were quiet, the building trades were fairly well employed. The metal trades were generally active, linemen, shipwrights, caulkers and bicycle workers, however, being quiet. The woodworking, printing, clothing, food and tobacco preparation, leather, miscellaneous and transport trades, as well as unskilled labour, were active.

HULL, QUE., AND DISTRICT.

Mr. E. E. Cinq Mars, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour conditions during March have been very active, except at the mills at the Chaudiere Falls, where they ran short of water. Special activity was reported for fresh water boatmen, owing to the extensive repairs and other works done to the boats of the Ottawa Forwarding Company before the opening of navigation. Snow shovellers have had good employment, as last month has been just as severe for snow as any of the preceding months.

A large number of men have left to work on the drives. The lumbermen are expecting a flood, so they are getting all the hands they can hire, in order to save the logs left last year on the lakes and rivers.

The demand for all classes of labour is better this spring than ever before. Preparations are being made for an active season in the building trades. The City Council has a new loan amounting to $93,500 to be spent in civic works. Retail trade was fairly active during March. Collections are reported better than usual. No change is reported in the wages of the men employed in the lumber mills.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The demand for men in the building trades during March showed a marked improvement over the three previous months. The winter on the whole was less active in building operations than last season. Construction permits issued in February 1911 totalled $64,500, as against $97,200 in 1910. The civic corporation, at the end of March, was employing 500 hands under the city engineer, a much larger staff than usual. Work in the pulp and sulphite mills of J. R. Booth was hampered by low water, and some men were thrown idle. As far as possible special jobs were found for men laid off through closing the mills. Sixty carters were taken on by the city to rush the spring scavenging. Merchants reported brisk trade and future outlook for buying, good. The total customs collections in February were $105,340, as against $89,267 the corresponding month of last year. The Ottawa bank clearings reached $14,000,000, a gain of $400,000 over the previous February. The first four weeks of March showed a gain of $1,000,000. The civic publicity bureau reported a new wholesale grocery firm ready to start business in Ottawa. A "Greater Ottawa Association" was formed to further promote the city's commercial interests.

An extensive change in the civic salary list was made, increasing the income of almost every employé. Some 500 labourers are advanced from $1.80 to $1.98 per 9 hour day. This staff will grow to 1,000 in the summer. An increase of $50 per year was given to eighty members of the fire department. Sixty carters were raised from $2.50 to $2.70 per day for man, horse and cart. The following changes providing increases ranging from $50 to $450 per year were made:—

	Old.	New.
City Clerk, minimum	$1,600	$2,000
Assistant City Clerk	$ 800–1,600	$1,200–1,800
2 First class clerks	800	950–1,200
2 Second class clerks	400– 800	750– 900
Third class clerk	400– 700	500– 800
Accountant	1,300–1,500	1,600–1,800
City Collector	1,600	1,800–2,300
Assistant Collector	1,500	1,600
6 Senior bookkeepers		900–1,250
Junior bookkeeper		650– 900
2 Bailiffs		600– 900
Assessment Commissioner	1,600–2,000	1,800–2,300
Assistant Commissioner	1,000–1,500	1,200–1,600
Chief Assessor	1,000–1,500	1,200–1,600
Senior Clerk (Assessment)	500– 800	600– 900
2 Second class clerks (Assmt)	400– 600	500– 700
Assistant City Engineer	1,500–2,000	1,800–2,400
Drain Inspector	1,400	1,500
City Auditor	1,200–2,000	1,800–2,300
Building Inspector	800–1,200	1,200–1,500
Charity Officer	1,200	1,300
Superintendent Fire Alarms	1,550	1,700
Chief Fire Brigade	1,700	2,000
Deputy Police Magistrate	750	1,200

The Allied Trades and Labour Association took exception to the statement in the publicity bureau folder to the

effect that workingmen's houses could be had as low as $7 per month. The advertising committee of the Greater Ottawa Association proposes to advertise $11 as the minimum. The strike declared by the plumbers on the Grand Trunk Hotel on February 1 was still in progress. Of the twelve men who quit work, six found other employment. All the strikers have been replaced by the contractor. Eleven stage hands went on strike at the Russell Theatre on March 6, because the management refused to increase their wages. Most of the strikers are members of the local union which claims a scale of $11 to $16 per week. The theatre management found substitutes for the strikers.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Dairy produce was plentiful. Tub butter sold at the end of March at 23 cents per pound, and new laid eggs at 25 cents per dozen. Farmers were killing hogs in considerable numbers and $8 per cwt. was an average price in Ottawa. The season was favourable for outdoor work such as ice packing and manure spreading.

Lumbering.—An expert estimated the Ottawa valley log cut a little below last year or less than 500,000,000 feet. There will be enough for steady operation of the saw mills. Camps closed early owing to deep snow. The drive and navigation on the upper Ottawa waters are likely to be delayed. The quotations for middle grades of pine and spruce in Ottawa were $2 higher than a year ago.

Manufacturing.—The Continental Bag and Paper Company, of Ottawa, which has a new factory on Bridge Street, was kept back by delay in delivery of machinery, but was ready to start at the end of the month. The capacity is 3,000,000 bags a day. The manager says the prospect of selling is very bright.

CONDITION OF PARTICULAR TRADES.

Several plumbers who had left Ottawa early in the winter to get work returned in March and found employment. Demand improved for carpenters, painters and bricklayers. The situation was quiet for builders' labourers. Electrical workers found an average quantity of employment. Machine shops had many orders for repair work in mills, etc. Work was active on new barges which will be used on the Ottawa to carry lumber the coming summer. Woodworking trades were busier than the previous month. Car builders and printing trades were busy. Girls for sewing factories were in demand. Ice cutters finished a satisfactory season. Railway hands were well occupied. Shantymen returned home a little earlier than usual, increasing the number of unemployed among the unskilled classes. Trained nurses were too few to meet the demand, owing to a typhoid epidemic.

KINGSTON, ONT., AND DISTRICT.

Mr. William Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Activity characterized nearly all branches of the labour market in Kingston during the month of March. Opportunities for employment were more numerous than during the preceding month, and the corresponding month last year. Although marine operations will start rather late, activity characterizes every department, and the various companies are making extensive preparations for a good season. The Kingston Dry Dock and Shipbuilding Company has begun the construction of the new vessel for the Montreal division of the Department of Marine. The vessel will cost in the neigh bourhood of $125,000, and is to be delivered this season. All the other shipbuilding, and marine companies are very active. Appointments to positions on the various boats have been made, and all are patiently waiting for the opening of navigation. The Nicol metallurgy building for Queen's University is to be erected. Contracts for the work have been awarded, and amount to $45,000. When completed and equipped the total cost will reach $55,000. The wing portion for laboratory purposes is to be ready by September 1,

and the main portion to be ready for occupation January 1, 1912.

Extensive improvements have been commenced along the line of the Kingston and Pembroke railway. The Company will ballast and ditch about 12 miles of track, also build 10 miles of new fencing, paint and repair all stations and buildings along the line, repair and renew about thirty-five small bridges and culverts. In addition the Company will put in six or seven thirty-inch and thirty-six inch concrete pipe culverts, erect three small girders, and two six-foot concrete arch culverts, and four rail top culverts. The Company will also install a pillar crane for handling coal at Renfrew. A by-law for $40,000 was passed by the rate payers for the purpose of building a new public school.

CONDITION OF LOCAL INDUSTRIES.

Farmers, fishermen, lumbermen, manufacturers, miners, railroad construction, and various miscellaneous industries reported an active month.

CONDITION OF PARTICULAR TRADES.

The building, metal, engineering, shipbuilding, woodworking and furnishing trades reported an active month. Printers, tailors, bakers, butchers, ice cutters, tanners, barbers, broom makers, delivery employés, furriers, hotel, restaurant, laundry and theatre employés, together with all branches of the transport business report an active month. On account of stock-taking in the bonded warehouses cigar makers were quiet. Unskilled labour was busy. Two new restaurants and Turkish bath rooms were opened during the month.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. J. Arthur Sharp, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Conditions during March compared favourably with February, and were better than in the corresponding month of last year. The cordage works were again in operation, having been shut down for some months, and about seventy-five men are employed at the plant. At present only the cordage and rope departments are in operation, and the employés are working overtime. The street railway company will extend its line south to Byesville this summer; it will also erect a new car barn at once, to cost $10,000, and inaugurate the pay-as-you-enter system on its cars. The Canadian General Electric Company has been awarded the contract for the plant for the new power station to be erected this summer for the Winnipeg Electric Railway Company. The city firemen have been successful in getting an increase in their salaries: First year men, from $500 to $525; second year men, from $550 to $575; and third year men from $575 to $600. The increase will go into effect on April 1. The city also appointed two more policemen at $500 per year. The market tolls were awarded to Jos. Girven for $915.00.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy preparing for spring. There is a great demand for farm labourers in this section.

Lumbering.—Lumbering was active. The men have had a good winter's work. The cut will be equal to that of last year. The mills are getting ready to start for the season.

Manufacturing.—The manufacturing establishments were very busy, some working overtime. Sylvester's foundry at Lindsay has started operations again after being shut down for some time. About one hundred men are employed.

Railroad construction.—Railway construction was active on the Canadian Northern Railway, at Port Hope, and on the Canadian Pacific Railway grain route at Lindsay.

CONDITION OF PARTICULAR TRADES.

The building trades were rather quiet, but the outlook is good. Iron moulders, iron workers, core makers and machinists

were active. Electric workers and line men were busy. Metal polishers, buffers and brass workers were active. Blacksmiths were very busy. Boilermakers and horseshoers were active. Woodworkers had a good month. Printers and allied trades were busy. Journeymen tailors and garment workers were active. Bakers and confectioners were busy. Butchers and meat cutters were active. Leather workers were busy. Broom makers were active. Railway and street railway employés were busy. Teamsters and expressmen had a good month. Unskilled labour was fairly well employed.

DISTRICT NOTES.

Cobourg.—The building industry will be very active in Cobourg the coming summer; a large number of contracts have already been let.

Omemee.—A new town hall is to be built by Mr. J. C. Eaton and will be presented by him to the village.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Conditions during March were improved as compared with February, and both skilled and unskilled workers were generally well employed. There was a large influx of immigrants, so that the supply of labour in some lines is in excess of the demand. The building trades were active, the weather during the greater part of the month being favourable. Building permits representing an approximate value of $969,000 were issued in February, as compared with permits representing the value of $860,440 in February, 1910. At a board meeting of the House of Industry, held on the twenty-first, the report showed a total of 1,382 families receiving assistance, 312 casuals sheltered, and inmates to the number of 179. The receipts of the Street Railway Company for February were $307,774, as compared with $277,601 for February, 1910.

Dr. Helen MacMurchy, in an official report to the Ontario Government on infant mortality in the Province, states that 125 children in every 1,000 die before reaching the age of one year, as compared with 109 per 1,000 in England, and 79 per 1,000 in New South Wales. The report says that infant mortality is heavy in Toronto on account of the unsanitary conditions prevailing in large areas. An act of the legislature has placed the management of the civic electric light, heat and power works in the hands of a Board, to be known as the Toronto Electric Commissioners, to consist of three members, including the Mayor, ex-officio, one member to be appointed by the City Council on the nomination of the Board of Control, and the third to be appointed by the Hydro-Electric Power Commission of Ontario. The members, other than the Mayor are to receive salaries not exceeding $4,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy preparing for spring work and farm labourers were much in demand. During the month a large number of stock sales were held and high prices obtained. Fall wheat and clover crops were damaged to some extent by cold and unsettled weather after the snow had disappeared, but towards the latter part of the month some improvement was noticeable as the result of heavy rains. Farmers were generally well supplied with feed for stock.

Manufacturing.—Active conditions prevailed in nearly all lines of the manufacturing industry, with orders coming in freely, and every prospect of a busy season. The Aluminum & Crown Stopper Company has begun the erection of a six-storey building of steel and reinforced concrete on the north-east corner of King and Parliament streets. Gunns Ltd. are erecting a refinery for cotton-seed oil on St. Clair Avenue, West Toronto, which will be the first refinery of its kind in Canada.

Railroad construction.—Work will immediately be proceeded with by the Canadian Pacific Railway on the double-tracking of the road from the Union station to Leaside Junction, and enlargements and improvements of the freight and passenger terminals at West Toronto, North Toronto, the Don and Cherry street. A freight car repair shop covering about half an acre is under construction in West Toronto.

CONDITION OF PARTICULAR TRADES.

The building trades were generally well employed so far as the unsettled weather permitted; plumbers and steam fitters were not as active as the other trades. The Amalgamated Carpenters and the Brotherhood of Carpenters have demanded an increase of wages to 40 cents per hour. The Brick, Tile and Terra Cotta Workers' Union has organized two locals. Iron and steel workers had a good month, work being more plentiful than in February. Electrical workers were fair. Brass workers, jewellers and silversmiths had steady employment. Furniture workers, cabinet makers, upholsterers and carriage workers were active. Piano workers were well employed. Printers, bookbinders, pressmen, stereotypers and lithographers had an active month. Custom tailors reported trade fair. Garment workers and boot and shoe workers had steady work. Costume workers were quiet. Whitewear workers were busy. On the twenty-fourth the Toronto Carpet Manufacturing Company locked out 114 carpet weavers, on account of their belonging to the Carpet Weavers' Association. The management called upon the employés to sign an agreement to the effect that they would not belong to any union and, on their refusal to do so, locked them out. The Company is advertising for weavers in England, offering to advance the fare. Harness and leather workers were active. Bakers, butchers, and the other provision trades had plenty of work. An agreement for three years was concluded on the sixth, between the Brewery Workers' Union and the Toronto Brewers' Association, adopting a new schedule of wages, which gives increases over the old rate, ranging from $1.25 to $1.50 per week, making their earnings from $12 to $16 per week, according to the nature of their work. The working week was fixed at fifty hours, a reduction of two and one-half hours. Cigar makers had a good month. Hotel and restaurant employés, barbers and laundry workers were fairly well employed. On the third the waiters in the restaurant and grill room of the King Edward Hotel, to the number of fifty-seven, went on strike against the reduction of wages from $30 to $25 per month, and on account of other grievances. Their places were filled in a few days. Railway and street railway employés, expressmen and teamsters were active. Unskilled labour was in better demand than in February but a number were out of work.

DISTRICT NOTES.

North Toronto.—The ratepayers have adopted a by-law for the issue of debentures to the amount of $265,000 for the construction of a sewerage system.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

March was a quieter month than was expected. This was largely due to the long continued cold and stormy weather. Out-of-door work of all sorts was stopped or seriously interrupted. There was little demand for labour of any class, and a good many men were idle. Spring weather will undoubtedly bring greatly improved conditions. Freight traffic on the east and west trunk lines was steadily increasing, and showed large margins over the same period of last year. The Grand Trunk and Wabash roads alone showed an increase for one week of 1,259 cars passing over the Niagara river at this point. Similar increases were recorded by the same roads at Bridgeburg and also by the Michigan

Central and Pere Marquette railways at both points. The Queen Victoria Niagara Falls Park commissioners received tenders for building five steel and concrete bridges, and a mile of permanent roadway on the Niagara boulevard system. It was announced that the Electrical Development Company would commence in April the installation of three additional sets of turbines and generators of 12,500 horsepower capacity each, in its power house. Appropriations were made for enlargements of city schools.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Fruit-growers were pruning and spraying orchards and vineyards. Tobacco-growing will be carried on near Virgil, during the coming season, on a much larger scale than heretofore.

Manufacturing.—Manufacturing concerns continued active. The shredded wheat factory is to be enlarged. The corset factory advertised for girls. Other factories were running full time with full staffs.

Railroad construction and employment.—Three hundred labourers were employed in re-laying both tracks of the middle division of the Grand Trunk westward from this city, with new rails of 100 pounds to the yard. All railway men were busy.

CONDITION OF PARTICULAR TRADES.

With the exception of men employed in shops and planing mills, all the building trades were quiet. Metal-working concerns of all classes were busy and employment was consequently steady. Electrical workers were fairly active with linemen busy. Journeymen tailors, hat makers and employés of haberdashery factories were all busy. Cereal food manufactories were active, other food handling trades were quiet. The new leather tire goods factory employed twenty persons. Shop, office, hotel and restaurant employés were quiet. Railway employment of all classes, especially for train, engine, yard, switch and trackmen, was good. Electric lines were quieter. Teamsters were active. Unskilled labour was very quiet.

DISTRICT NOTES.

Welland.—A new company will operate the plant of the Robertson Machinery Company, lately assigned to creditors. The municipality secured from the Government a valuable water-power privilege for the benefit of the waterworks system. Some building contracts were let.

Bridgeburg.—The foundry plant was busy. Railway employment was good.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. Jas. A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour generally was well employed during March. All mills, factories and works were running full time, with prospects good. The prevailing open weather has favoured outside building operations and there was, as a result, a marked increase of activity in these lines of trade. Present indications point to a good season's work. Business, retail and wholsale, was reported good, and compared favourably with the corresponding month of last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers and fruit growers were busy with their spring work, pruning, spraying and early spring seeding.

CONDITION OF PARTICULAR TRADES.

The building trades were more active than during the previous month. The metal and engineering trades were all active to busy. Woodworkers, upholsterers, varnishers and polishers, wood carvers, carriage and wagon makers, and coopers were all active. The printing trades were busy. Journeymen tailors were active to busy. Boot and shoe workers were busy. Bakers and confectioners,

butchers and meat cutters, ice cutters and drivers, cigar makers and tobacco workers, barbers, clerks, stenographers, delivery employés, furriers, hotel and restaurant employés and laundry workers were active. All lines of transportation were active to busy. Unskilled labour was active, with the supply and demand about equal.

DISTRICT NOTES.

Pt. Dalhousie.—Labour was well employed. The Maple Leaf Rubber Company was advertising for additional hands.

Merritton.—All mills and factories were running full time, with conditions of employment good.

Thorold.—Activity prevailed in the labour market and business was good.

HAMILTON, ONT., AND DISTRICT.

Mr. William T. Cooper, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The condition of labour during the month of March was, for the most part, active and compared favourably with conditions last month. Civic outside work has been carried out more extensively during the winter months than ever before. The average paid in wages per month during the past winter was $3,000, while other years it has been as low as $400. The present year promises to be a record one for general city construction work. Already 250 men are employed laying water mains, and on sewer work, and it is estimated that as many more will be employed within a few weeks. Miles of cement walks are to be laid. The Dominion Power and Traction Company will relay many of its tracks and extend its street car service. The Board of Education has called for tenders for a new twenty-room school, to be built in the eastern section of the city, at a cost of $100,000. It is estimated that the Oliver Chilled Plow Works will spend about $600,000 in erecting new buildings and installing new plant. The Diamond Flint Glass company will erect what will probably be the largest glass works in Canada here during the present year. The Sawyer-Massey Company is preparing plans for a large extension. The Canada Steel Goods Company will double the capacity of its plant. The International Harvester Company, the Canadian Westinghouse Company, the Chipman-Holton Company, and the Steel Company of Canada, are among other firms which will increase their plants this year.

Building permits have been issued for 160 houses since the first of the year. The value of building permits issued in February was $75,450, as compared with $37,650 for the corresponding month of last year. Tenders have been called for the new Public Library at an estimated cost of $100,000. The Wood-Gundy Company, of Toronto, have been appointed fiscal agents for Hamilton to place on the London market $533,800 of four per cent. twenty year debentures to be sold at 100½. The city's contract for asphalt has been awarded to O. G. Carscallen at $22.50 a ton; a saving of $2 a ton on last year's price. Keen competition is ascribed as the reason for the reduction. An expert will be engaged to make a report on the cost of a municipal street lighting, power and incandescent plant for Hamilton. Bank clearings for the four weeks ending March 4, 11, 18 and 25, as compared with those of the same weeks last year were:

1911.	1910.
$2,306,713	$2,133,794
1,267,698	1,781,540
1,886,781	2,065,957
1,912,360	1,542,796

Wholesale and retail merchants report having had a favourable month; wholesale shipments of goods for spring and summer trade have been heavy. A deputation of stone cutters waited on Mayor Lees and urged that the contract for the stone work of the new library building be given to a Hamilton firm, if possible, to ensure the stone being cut in Hamilton, and giving employment to a large number of men. The hospital governors are considering the idea of incorporating that institution, so that local nurses could secure a standing in

other hospitals to which they might go for a post-graduate course. The International Harvester Company has added the services of a trained nurse to its staff. Her services are available to all the Company's employés, and their families, in cases of sickness, accident or distress, free of cost. Judge Barron has concluded the hearing of twelve Grand Trunk Railway employés' cases here, some of which were complaints by the Company against the men, and some vice-versa. A new firm, the American Construction Company, will employ about fifty men. The assessment rolls for 1911 have been printed in book form and circulated throughout the city. The ratepayers, on the whole, are satisfied that the assessment has been more equalized than it ever has been before. The price of bread has advanced from 5 to 6 cents per loaf of 1½ lbs. There was no change in the situation concerning the moulders' strike of two years ago. The men, who are still out and unemployed, are drawing union strike pay.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers in the district have been employed with regular routine work, and the trimming of apple orchards. Those engaged in making maple syrup reported a good run of sap during the month. The prices of farm produce remained steady. Inquiries were being made for farm help. The Milk Producers' Association has accepted the following offer of the Retail Dealers' Association. From May 1 till September 30: 16 cents per gallon; and from October 1 until April 30, 18 cents per gallon. Sixteen cents was the price paid previously throughout the year. The charge for washing cans has been withdrawn by the retailers, which will mean a considerable saving to the producers. The following advanced prices were being paid by some of the canning factories for this year's crops.

Tomatoes, 27½ cents; last year, 25 cents.
Raspberries, $1.80 per crate; last year, $1.68 per crate.
Strawberries, $1.00 per crate; last year, 96 cents per crate.

Manufacturing.—Two large Hamilton Companies have been incorporated, viz:—The Ellis Underwear Company, Limited., with an authorized capital of $200,000, and the Hamilton Lock & Hardware Manufacturing Company, Limited, with an authorized capital of $100,000. The International Harvester Company is working overtime and has increased its staff of employés from 1,800 to 2,000. Manufacturers of material used on railroad construction work have been very busy.

Railroad construction.—The Canadian Pacific Railway Company is asking for tenders for the construction of the Hamilton and Guelph Junction line, and it is now regarded as certain that the Company will begin the construction of this as soon as the season opens. Owing to a change in the Company's plans the Toronto Suburban Railway Company will not be extended to Hamilton this year as was expected.

CONDITION OF PARTICULAR TRADES.

The building trades have been well employed during the month, when weather conditions were favourable, but gas and steamfitters were rather slack. Moulders in the machinery line had a fair month, but stove moulders and mounters were quiet. Machinists, electrical workers, blacksmiths, wire workers, iron structural workers and workers on all kinds of farm implements were busy. Jewellers and silversmiths were fairly well employed. Woodworkers, carriage and waggon makers and pattern makers were busy. All branches of the printing trades were active. Journeymen tailors had a fair month, but garment makers and boot and shoe workers were quiet. Bakers and confectioners were well employed. Butchers were quiet. Barbers had a busy month. Clerks, theatre employés and laundry workers had an active month. Broom makers were fairly well employed. Railway employés were busy. Teamsters, expressmen and street railway men had steady work. Steamboat employés commenced their season's work. Unskilled labour found plenty to do, especially toward the end of the month, when outside work begun.

DISTRICT NOTES.

Dundas.—The Chapman Engine Company is rapidly getting its works into shape and has lately increased its staff of employés. All the local manufacturing firms were very busy and business prospects are exceedingly good.

Burlington.—Work has commenced at Burlington beach, on the retaining wall and park on the bay front. The wall will be about 1,700 feet long.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows.

GENERAL CONDITION OF LABOUR

Labour was well employed during March, it being a better month than February, and the corresponding month of last year. The iron trades were particularly busy, and in the building trades there was considerable work for carpenters, plasterers and painters.

The following increases in salary were granted to the members of the police force:—

First year men were raised from $1.70 to $1.85 per day; second year , $1.80 to $1.90 per day; third year, $1.90 to $2.05 per day; fourth and fifth years, $2.00 to $2.20 per day.

Class A men were advanced from $2.15 to $2.40 per day; sergeants, $2.50 to $2.75 per day. The salary of the Chief was raised from $1,675 to $1,800 per year. Fourteen men were affected by the increase.

The following increases in wages were granted to the members of the fire department.

First year men were raised from $1.70 to $1.85 per day; second year, $1.80 to $2.00 per day; third year, $1.90 to $2.15 per day; fourth year, $2.00 to $2.25 per day; assistant foremen, $2.25 to $2.50 per day; foremen, $2.50 to $2.75 per day.

The salary of the Chief was raised from $1.200 to $1,500 per year, 19 men were affected by the increase.

CONDITION OF LOCAL INDUSTRIES.

Agriculturists were becoming active.

Manufacturing.—Manufacturers were very busy, some working overtime.

Railroad construction and employment. Street railway construction work was carried on as weather conditions permitted. Considerable work will be completed this year.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were idle. Carpenters and joiners were well employed for March. Lathers, plasterers, painters, decorators and paperhangers were from active to busy. Plumbers, gas and steamfitters were active. Iron and brass moulders, coremakers, machinists and engineers were very busy. Electrical workers, stove mounters and sheet metal workers were active. Metal polishers, buffers and platers, blacksmiths and boilermakers were busy. Horseshoers were active. Woodworkers, carriage and waggon makers and pattern makers were busy. Coopers were active. Printing and allied trades were busy. Tailors, tailoresses and shoe workers were busy. Bakers and confectioners were busy. Cigar makers and tobacco workers were active. Leather workers and saddlers were busy. Barbers, clerks, delivery employés, hotel and restaurant employés had steady work. Laundry workers were busy. Railroad trackmen were active. Freight handlers were busy. Street railway employés worked steadily. Teamsters were active. Draymen were busy. Unskilled labour was well employed for this early season of the year.

GUELPH, ONT., AND DISTRICT.

Mr. Wm. Drever, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The condition of labour in March was not as favourable as in the corresponding month last year. Owing to the unfavourable weather very little work was done in the building trades, but the outlook for the coming season is good. Tenders for alterations to the Bank of Montreal to the amount of $17,000 have been let and work commenced thereon.

A large force of men have been employed at the Homewood Sanitarium, clearing away the burned debris and getting the grounds in shape for new build-

ings which will be erected this season at a cost of $150,000. Contracts have been let for a new shelter, to cost $20,000, by the Guelph Humane Society. Contracts have also been let for the new steel gate factory. The City Council is asking for tenders for a new Isolated Hospital. The light and heat commissioners presented their annual report to the City Council, which shows profits to the amount of $44,725.11 for the year. Manufacturers reported trade good; some were employing extra help to enable them to meet the demand for their goods. Wholesale and retail merchants report a fair month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The annual seed fair was held and proved a success. A large quantity of good clean seed was shown, and the demand for same was very brisk. The annual pure bred shorthorn bull sale proved very successful, both in numbers and prices paid.

Railway construction.—Railways showed considerable activity, work having been commenced on the Canadian Pacific Railway Company's extension of the Guelph Junction line to Hamilton, and the Grand Trunk Railway Company have commenced work on the retaining walls, made necessary by the raising of its tracks.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons reported a dull month; carpenters, lathers and plasterers were fair. Painters and paperhangers were busy. Plumbers, gas and steamfitters were quiet. Iron moulders, coremakers and helpers had a fair month. Tube mill workers were active, men for this class of work were in demand. Electrical workers and linemen were busy. Stove mounters and blacksmiths had a good month. Piano and organ makers and carriage makers had an active month. Printers and allied trades were fairly well employed. Journeymen tailors and garment workers reported a good month. Unskilled labour had a fair month, with the supply in excess of the demand.

DISTRICT NOTES.

Paris.—The factories and mills were busy.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The month of March was a busy one among factory employés, some of whom worked overtime. Activity in industrial establishments generally exceeded that of the corresponding month of 1910. General labour was well employed. There were thirteen building permits issued during the month valued at $47,150, all for residences. Bank clearings were larger than in the previous year. Wholesale and retail trade was very active. Four of the employés of the lighting plant made a demand for an increase of four cents an hour in their wages. The first one was receiving 20 cents per hour and was increased to 24 cents, the new scale of the second is now 25 cents instead of 22½ cents per hour and of the third 23 cents instead of 21 cents. The fourth was receiving 26 cents per hour and refused a new scale of 28 cents per hour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have not been able to work on the land as yet, but have been engaged in marketing their produce. On Saturday, March 25, the following prices obtained for farm products and provisions:—

Eggs, 18 cents to 19 and 20 cents per dozen.
Butter, 23, 24 and 25 cents per pound.
Cheese, 16 cents per pound.
Lard, 17 cents per pound.
Pork sausage, 17 cents per pound.
Ham, 18 cents per pound.
Bacon, 20 cents per pound.
Beef, in quarters, 8½ and 10 cents, per pound.
Pork, in quarters, 10 and 12 cents per pound.
Limburger cheese, 25 cents per case.
Potatoes, 75 cents per bag.
Carrots, 25 cents per basket.
Beets, 25 cents per basket.
Parsnips, 25 cents per basket.
Turnips, 25 cents per two baskets.
Cabbage, 5 to 8 cents each.
Maple syrup, 40 cents per quart.
Hay, first class, $15 per ton.
Hay, medium, $14 per ton.
Wood, black ash, $5.50 to $7.00 per cord.

Lumbering.—This industry was active.
Railroad construction and employment. Quietness prevailed.

CONDITION OF PARTICULAR TRADES.

Stone cutters were active; painters were well employed towards the end of the month, and plumbers, gas and steamfitters were fairly busy; the other building trades were quiet. Active conditions were reported in the metal trades and the woodworking trades were all busy. Activity prevailed in the printing, clothing, food and tobacco preparation, leather, miscellaneous and transport trades. Unskilled labour was very quiet.

WOODSTOCK, ONT., AND DISTRICT.

Mr. J. Markey, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

With the opening up of the spring season, labour conditions showed a tendency toward change. There is some demand for skilled labour. Employers are not suffering for want of labour, but some of them say that there may be a more urgent demand later on. The scarcity of farm labour reported from other parts of the Province was not noticeable in this district. A few farmers were complaining, but generally speaking there has been, so far, little difficulty in securing all the labour needed. The reports from the various industrial establishments continued uniformly encouraging. The usual report was that the factory was busy, the trade as good as, or better than, a year ago, and the outlook even better. This applies to the furniture trade, the piano and organ trade, and the waggon trade. This is the slack season in the stove and furnace industry, but the Stewarts reported the prospects to be very good. The outlook for the building trades was not yet easily defined. The season will open late here, but the prospects are there will be about the usual amount of building. The Maximilian Pneumatic Tool Company, a new concern here, laid off most of its men—ten or a dozen skilled mechanics—on the 18th instant, and they are still off. The factory is operating only nominally, pending the settlement of some matters affecting the management. There were prospects of the establishment of a pickling factory here, a branch of a large American concern; but the chances are now that nothing will be done this season, owing partly to the lateness of the season and partly to the difficulty of securing a guarantee of sufficient vegetables of the kind required. The local tannery, which is making sole leather alone, at present, reported business good and prospects bright.

CONDITION OF PARTICULAR TRADES.

Painters, paper hangers and decorators reported employment fairly steady. Most of the iron workers were busy, and there was some demand for skilled mechanics. The Tobin Arms' Company would take on some good men. Woodworkers, especially those employed in the factories, were busy, as well as varnishers, polishers, upholsterers and wood carvers. Printers and pressmen were busy. Tailors and garment makers were busy. The employment was regular and there was little changing of hands. Butchers, bakers, confectioners and cigar makers were busy. Tanners reported business good, and the outlook excellent. There was practically no demand for unskilled labour; but on the other hand, there was almost no complaint of want of employment.

CONDITION OF PARTICULAR TRADES.

Conditions are poor in the building trades, and a large number of bricklayers, painters, plasterers, lathers &c., are idle. Iron moulders and iron workers are busy. and machinists, electrical workers and linemen are exceptionally busy. Metal polishers, brass workers, stove mounters and boiler makers are active. Wood workers and carriage and wagon workers are busy, and report large shipments to the west. Car builders are busy, having commenced summer hours on March 1st. Printers and pressmen are very busy, and good

job compositors are scarce. Overtime is being worked. Bookbinders are busy. Journeymen tailors were slack in the early part of the month, but business improved towards the end. Garment workers were slack, in some cases hands were laid off. Boot and shoe workers, bakers and confectioners are busy. Cigar makers report trade good. Tanners, curriers and broom makers are busy. Furriers are slack. Laundry workers and railroad train crews are very busy, but teamsters and carters were slack. Unskilled labour has had little to do, and a number are idle.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Favourable weather conditions made possible some outside work in the building trades, and, as a result, considerable work was done which would otherwise have been postponed until April. Wabash and Pere Marquette trainmen had a good month, but Michigan Central trainmen were not so busy, although regular crews made about full time. During the month reduction was made in the number of crews employed on the Michigan Central Railway to handle the winter traffic, and a number of men were laid off for the present.

The Official Inauguration of the Hydro-Electric power took place. The installation was decidedly successful. The city is exceptionally well-lighted, and every detail appears to have been considered before the final turning on the power. Prominent public men, including the Hon. Adam Beck were present on the opening night. It is generally conceded that the inauguration of Hydro-Electric power marks a new era in the industrial life of the city. Many homes are being wired, preparatory to the installation of the new system.

During the month the Southerland-Innis stave factory resumed operations, and indications point to a successful season. The supply of material is reported to be very satisfactory. $15,000 worth of material is now stored in the yards, and contracts are made for at least an additional $10,000 worth. In the neighbourhood of sixty men are now employed at high wages, and this number will be added to as the season advances. Work has been commenced on the new Roman Catholic Church and Parish Hall. A movement is on foot to procure $50,000 for the erection of a new Young Men's Christian Association building in this city. An energetic committee composed of prominent citizens has been appointed, and undoubtedly, the efforts of those interested will meet with generous response on the part of the citizens.

Just what to do with the city street railway is a live issue at the present time. It is felt that to put the road on a paying basis, considerable expenditure will have to be made on rolling stock, equipment and road bed, with additional extension. The road has been a money loser for years, and it is causing the ratepayers considerable concern. It is the only department controlled by the municipality that is not a money producer, and how to make it so is a problem which the city authorities are trying to solve.

The St. Thomas branch of the Trades' Congress is actively engaged considering questions affecting the wage earners, with a view to bettering their conditions. Friendly relations prevail in labour circles.

CONDITION OF LOCAL INDUSTRIES.

Agriculture. — Weather conditions have prevented spring work commencing. However, very little frost is in the ground, and with a few warm days work can be gone on with without interruption. The markets have been well attended. The supply of maple syrup has not been as great as last year, and it is possible that the price will remain somewhat higher than usual.

Manufacturing.—Local industries report the month a good average.

CONDITION OF PARTICULAR TRADES.

The building trades were enabled to do considerable outside work during the month. The weather, however, was unsettled and work was interrupted. Blacksmiths, boilermakers and machinists engaged in railway shops and local industries were well employed. Tailors and garment workers were well employed. The conditions for unskilled labour showed an improvement over the previous month, although the supply continued greater than the demand.

STRATFORD, ONT., AND DISTRICT.

Mr. Jos. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour conditions during March compared favourably with the corresponding month of 1910. All the factories and machine shops were very busy with plenty of orders ahead.

In the building trades business has been dull; some of the tradesmen have not worked since November, but the prospects are bright for the summer months. A number of men were installing the lights for the Niagara Power Company. The Canadian Pacific Railway Company survey gang began work along the south side of the Avon river, for entrance to the city. Wholesale and retail merchants reported trade active.

The customs returns for the month for the port of Stratford show a total receipt of $14,029.62, an increase of $2,000 over corresponding month of 1910. No change occurred in rates of wages or hours of labour this month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were engaged in the usual work of the season, and are looking out for farm help for the coming summer. Fresh arrivals from the old country prefer to stay in the city.

Market prices were:—

Butter 25 cents per lb.
Eggs, 16 cents a dozen.
Maple syrup, 40 cents a quart.
Wheat, 80 cents a bushel.
Oats, 32 cents a bushel.
Barley, 48 to 50 cents a bushel.
Peas, 65 to 70 cents a bushel.

Manufacturing.—All establishments were working full time with plenty of orders ahead.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers and plasterers were quiet; painters and paper hangers are fairly well employed; plumbers were busy. Iron moulders, workers and helpers were active; machinists, electrical workers and linemen were busy; blacksmiths, boilermakers and all factory workers had a busy month. Woodworkers, upholsterers and carriage and waggon makers did a good trade. Coopers were busy. The printers had a busy month. Journeymen tailors and factories were busy. Bakers, confectioners and butchers did a good trade. Cigarmakers were steadily employed. Harnessmakers were busy. Barbers, clerks and delivery employés were active. Hotel, restaurant and laundry workers were busy with a demand for girl help for hotels. Railroad conductors, engineers, firemen, trainmen, trackmen and freight handlers had a busy month. Cab drivers, draymen and teamsters were active. Unskilled labour was rather dull.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

General employment shows but little improvement over the previous month, and none over the corresponding month last year. Outside work has not yet commenced, and in the building trades there is very little work. Indoor work is more encouraging, and the factories and foundries are all busy, and large quantities of goods are being shipped

from this city to Western Canada. The railroads are exceptionally busy; during the month of February nearly 25,000 cars passed through the London yards of the Grand Trunk Railway Company. A large number of people are this spring leaving from this section for Western Canada, and the empty house problem continues to be a source of disquietude to property holders. The brickmakers are preparing their yards for the making of brick, and will soon employ their usual number of hands. The merchants of this city have arranged a "Trade-in-London Week" from April 3 to 8, when anyone residing within 65 miles of this city will receive a refund of their railroad fare upon showing that they have spent $20 with the merchants of the city. The city has placed in the estimates $40,000 for street repairs; $6,500 for sewers and $15,000 for street cleaning for the coming summer. A large number of the citizens are having their houses connected with hydro-electric power for domestic purposes; this is making a lot of extra work for electricians and linemen.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agricultural interests in this section are suffering through the withdrawal of farmers' sons and farm labourers to the Canadian West, leaving a scarcity of help here at all times, and causing the employment by the farmers of inexperienced help, fresh from the large cities. Farmers in this district are busy gathering and boiling maple syrup of which there is a good run. Syrup is selling at $1.25 per gallon. Butter maintains its high price, selling at 30 cents per pound retail, but eggs have dropped to 17 cents per dozen.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The general condition of the labour market showed considerable improvement over the preceding month. All branches of the building trades, with the exception of bricklayers and plasterers, who were practically idle, were well employed; especially carpenters who were very busy on outside work. Several of the large manufacturers are preparing to make large additions to their factories, the International Harvester Company, and Gananoque Spring & Axle Company having already commenced operations. The American Pad & Textile Company called for tenders for a large factory. This being a new company, will employ a large number of hands. Otherwise the permits have been for small amounts. In manufacturing, all branches were particularly active. The municipal board of works is preparing for a large amount of work. Labourers and painters were advertised for. Everything points to a busy season. No strikes were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to the continued cold weather, farmers were unable to commence spring work. Rough roads were the cause of small attendance at the Wednesday and Saturday markets. Good farm hands are asking $30 and $35 per month, and board for six to nine months, owing largely to the large number of young men leaving for the North-west.

Railway construuction.—There was nothing done in railway construction.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, lathers and plasterers were practically idle during the whole month, but carpenters and joiners were busy. Printers, decorators and plumbers were active, and builders' labourers fairly busy. Machinists, engineers, electrical workers and linemen were busy, with metal polishers, buffers, plate and brass workers active, and blacksmiths, boilermakers and sheet metal workers quiet. Woodworkers, carriage and waggon makers were very busy. The printing and allied trades had steady work. Journeymen tailors and garment workers had a fair month. Bakers, but-

chers, cigar makers and tobacco workers reported trade good. Barbers, clerks, stenographers, hotel, restaurant and theatre employés and laundry workers report a very good month. Street railway men were kept busy. Cab drivers, carters, draymen and teamsters were very well employed. Unskilled labour was in demand.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The general condition of the labour market during the month was very active, especially in the building trades. It is impossible to rent a house in Windsor at the present time, and dwelling houses are going up all over the city. During February, 1910, the total value of the new buildings projected was $5,200. For February, 1911, there were twenty-four permits issued for new buildings valued at $37,150. The buildings for which permits were issued during the month are residences of the smaller class. Although no large buildings have been started yet, contracts have been let for a large plant for the Maloney Electric Company, one for the Winkley Brass Company, a large building for the D. M. Ferry seed firm, and a large addition to the Penberthy Injector Company, and the prospects look good for a record year in the building trades. All manufactures were working full time. The planing mills and lumber yards were giving employment to more hands than they had any time last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy getting ready for their spring work.

Lumbering.—Retail lumber yards were very busy.

Manufacturing.—Manufactures were running full time.

CONDITION OF PARTICULAR TRADES.

Building was active, with several of the contractors advertising for men in all the trades. All those connected with the iron trades were well employed. Woodworkers and the furnishing trades were active. Printers and pressmen were busy. Journeymen tailors report trade fairly good. Garment workers were in demand. Bakers, butchers and tobacco workers were fully employed. Leather workers reported plenty of work, mostly repair. Barbers reported a good month. Clerks, hotel and laundry workers were busy. Transport employés on the whole were fairly well employed. Unskilled labour was well employed.

SAULT STE., MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The weather during March was rather cold for the season. As usual at this time of the year the supply of unskilled labour was in excess of the demand. This applied to the building trades, but machinists, moulders and other metal trades were very busy. Contracts for about five miles of cement sidewalks were awarded by the city. A large number of new sewers and numerous other improvements will be carried on during the coming summer. The outlook for the building trades is good, a very active season being anticipated. Marine men were busy at repairs on the different crafts. Retail trade was quiet, and general commercial activity fair.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—Normal conditions prevailed.

Lumbering had finished for the season, there remaining only the driving of logs.

Manufacturing.—The Algoma Iron Works started a night crew. The Lake Superior Paper Company reported a good market for pulp. This company contemplates extensive additions to its plant in the near future. The Algoma Steel Company started operations with its coking plant and rail fastenings mill. The former will give employment to from

50 to 100 hands. Brisk conditions were also reported in other manufacturing establishments.

Railway construction.—Work on the extension of the Algoma Central Railway continued.

CONDITION OF PARTICULAR TRADES.

Painters were busy. Plumbers and gas and steam fitters had a fair month; the other building trades were quiet. The metal trades had a busy month, the other skilled trades reporting normal conditions.

PORT ARTHUR AND FORT WILLIAM, ONT., AND DISTRICT.

Mr. F. Urry, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour has not yet entered on active operations, and the month compares a little less favourably with the corresponding month of last year. There is every indication of steady work for this district during the coming months, but there are plenty of men in the twin cities to cope with everything in sight for some time to come. Commercial and business activity have been normal for this time of the year. There have been no changes in rates of wages. There has beeen no unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers in the vicinity are back on their farms, the snow having gone sufficiently to make sleighing at the latter end of month impossible. During the early part of the month the farmers brought out many loads of ties, cord-wood and piles, besides bringing to the market of Fort William and to the stores of Port Arthur much farm produce, potatoes, butter and eggs.

Lumbering.—Men began coming into the cities at the end of the month from the lumber camps, and the rooms of the Sailors' Institute at Port Arthur were gladly taken advantage of by many of them. This Institute, which was opened for a few months last fall and was to be closed at the close of navigation had proved so helpful to men out of work and having nowhere to go that the local committee petitioned to have it kept open. The City Council in January granted $65 a month for three months towards the upkeep; the following table will show what has been done to help destitute men during these first three months of the year.

Free meals supplied to destitute men	225
Free beds supplied to destitute men	150
Writing materials supplied and letters written	134

An interesting feature of the report is that many men as soon as they secure work pay back their indebtedness for food and shelter to the Institute, although, of course, the help is given freely, but this indicates the independence and thankfulness of the men helped. Nearly two thousand five hundred visits have been paid to the institute during these months, where papers, books and games are provided.

CONDITION OF PARTICULAR TRADES.

No work has started in the building trades, so that the operatives have been quiet, some men having done very little since last November. There were indications of a stir in the middle of the month as a warm spell of weather set in, and the snow and ice to a great extent disappeared. Thunder Bay, as far in as the docks at Port Arthur, was clear of ice early in the month, and this continued for some two weeks, when the weather changed with a heavy snow storm for two days; the ice pack was blown back into the bay and winter conditions prevailed to the close of the month. At the close of the month the thermometer is around zero every night, only a few degrees above or below.

The metal, engineering and ship-building trades are all quiet. The steamer *Dunelin* is waiting in port for repairs at the new dry docks, Port Arthur. All other trades are quiet in the cities and will remain until the opening up of navigation. The printing and allied trades are following their regular course; no special work is on hand. The jour-

neymen tailoring trade is quiet; there are no other garment workers in the cities. At the beginning of the month the ice harvest was safely stored away, making a few men and teams busy for a couple of weeks. The butchers, bakers and other retail merchants have worked steadily. The transfer and transport trades have been quiet, some being laid off for a season. Hotel, restaurant and theatre employés have had their usual winter work as also have the laundry workers. Unskilled labour has not been wanted in the cities, except occasionally for clearing the streets, but many men have been sent from these cities to lumber, tie and railway construction camps.

The Port Arthur Trades and Labour Council and the City Council are in conference on the question of Labour Exchanges.

Navigation with Duluth opened on April 3, 1911, when the steamer *Easton* with the United States mail arrived at 4.45 p.m. The ice-breaker *James Whalen* broke the ice for her at the Booth Dock and secured her a safe berth.

DISTRICT NOTES.

The City Council of Port Arthur took up the matter of a market with the farmers of the district, and secured some information on why farmers sent away for goods. The desire for a market was unanimous, and plans are being prepared for a building of this character.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

During March a large number of immigrants arrived in Winnipeg and amongst them a considerable proportion seeking employment. The demand for labour of all kinds is better than normal, but the number seeking employment is larger than usual. Contractors are of the opinion that they will not be able to get all the men they will require as soon as the weather permits them to get to work grading.

Trade, both wholesale and retail, is very good. Wholesale grocers and dry goods houses are especially busy. The amount of customs collection at the Port of Winnipeg for the fiscal year ending March 31, was $6,491,183, as compared with $4,972,128 a year ago. Monthly returns for the year just closed are as follows:—

April, 1910	$ 549,218
May	493,504
June	547,791
July	551,101
August	572,032
September	588,829
October	487,471
November	523,217
December	556,944
January, 1911	528,109
February	504,291
March	588,671
Total	$6,491,183

The gain is approximately thirty per cent. At the present moment the indications are that there will be a corresponding increase for the current year.

Bank clearings for the month of March show a gain over the corresponding month of last year of approximately thirty-five per cent., and for the first three months of the present year of eighteen per cent.

An important wage advance affecting approximately 550 men employed by the Winnipeg Electric Railway Company was announced on March 15. The notice intimating an advance of 2 cents per hour was posted in the Company's office, a copy of which is as follows:—

To all Motormen and Conductors:—
The management of the company have been for some time discussing with the directors the advisability of increasing the scale of wages paid to its motormen and conductors, and with a view of bringing the service to its highest possible efficiency, the directors have voluntarily decided to make an increase of two cents per hour all around, to take effect on April 1 next. The following will be the new schedule of wages:

Twenty-three cents per hour for the first six months.
Twenty-five cents per hour for the second six months.
Twenty-six cents per hour for the second year.
Twenty-eight and one-half cents per hour for the third year.
Twenty-nine cents per hour for over three years.

This increase will mean to the company an additional expense of approximately $50,000 per year, and in view of the above increase, unsolicited on the part of the men, the directors expect the hearty co-operation of its motormen and conductors in rendering to the public the most efficient and complete service possible.

(*Signed*) WILSON PHILLIPS,
Acting Manager.

Negotiations are pending between the Canadian Pacific Railway Company and the federated mechanical trades in their employ, for a new schedule.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—During the month grain deliveries have been better as a result of improved roads. In isolated districts some work was done on the land during March, but as yet no seeding has been reported.

Building.—Building is very active. The permits for March numbered 270 for 328 buildings, valued at $1,007,400, compared with $2,543,150 for March of last year. The total for the first three months of the present year is now $1,639,600, as compared with $3,067,050 for the corresponding period of last year. A large number of dwelling houses are being erected.

The falling off in the value of the buildings projected as compared with the figures of last year cannot be taken to indicate any considerable decline in building activity. Several large buildings are to be erected and permits for them will be taken out during the present summer. One of the undertakings at present being considered by the Fire, Water and Light Committee will involve an expenditure of $1,000,000.

Railway construction.—During March several important announcements were made by the several railroad companies with roads at present in this country. The Canadian Pacific Railway Company, Canadian Northern Railway Company, and Grand Trunk Pacific Railway Company each have planned for the construction of 600 miles of new track, and each of the lines named are undertaking during the summer the building of many new depots.

BRANDON, MAN., AND DISTRICT.

Mr. E. Fulcher, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The supply of labour has exceeded the demand during the month of March. This is of course usual at this time of the year, but opportunities for work have not been so good this year as last. A large gang of men were employed pulling down the ruins of the Asylum, in readiness for the new building. A few bricklayers and labourers have been employed during the month on the Canadian Northern Railway station, and carpenters are now preparing forms for the reinforced concrete work of the hotel part. The Brandon Construction Company has secured the contract for the reinforced concrete school to be erected in the East Ward. The City has decided to build the new fire station of reinforced concrete. The city engineer has prepared plans for the street railway, about nine miles in all, and the Council passed them at a special meeting. A by-law authorizing the raising of $300,000 by debentures for the street railway will be voted on shortly. The Council decided to pave about one mile of the streets in the business section. The School Board is asking the co-operation of the City and the Board of Trade in securing a Public Library for the City. The delegation from the City Council and the Board of Trade to Ottawa to interview the Government and the Grand Trunk Pacific Railway Company officials, in the endeavour to get a branch of the Grand Trunk Pacific Railway built to Brandon, have returned with promises that the road shall be built this year. The Manitoba Winter Fair was held here early in the month, and was one of the most successful fairs yet held. Business of every kind was good, and an exceptional year in the development of Brandon is expected. The Labour market was free from unrest.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The fine weather has enabled work to commence on the land, and soon plowing and seeding will be general.

Manufacturing.—The Hanbury Manufacturing Company and the McDiarmid & Clark sash and door factory are working full time, and a busy season is expected.

CONDITION OF PARTICULAR TRADES.

A few bricklayers were working, but the prospects are that work will be general in a few weeks. Carpenters and joiners, painters and decorators and stone-cutters were busy. Builders' labourers and iron moulders were dull. Machinists were busy. The allied printing trades were busy. Cigar makers were active. Railway transport was active. Unskilled labour was dull.

SASKATOON, SASK., AND DISTRICT.

Mr. A. B. Jones, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The general condition of the labour market has been much better than during the first two months of the year. The snow having disappeared earlier than was expected has given builders an opportunity to start work in good time, and, the weather remaining fine throughout the month, much more has been done than was done in the same months in previous years.

Factories and mills are again running full time, and look for a rush early this season. Transportation is heavy, many carloads of settlers coming in daily. It is estimated by good authority that one thousand additional families will settle in the city this season.

The building permits for the first twenty days of the month were $24,017, a little more than they were for the two months January and February. The bank clearings for the week ending March 22 were $916,722.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are very busy preparing for spring seeding. The land is in first class condition. The heavy snowfall during the winter has provided sufficient moisture to insure an early growth. It is expected that seeding in some localities will begin early in April.

Railway construction.—A large number of men and teams are being sent out on the Canadian Northern Railway line between Saskatoon and Calgary. The contractors expect to close up the remaining gaps early this season.

CONDITION OF PARTICULAR TRADES.

The building trades were considerably better employed than in the two previous months. Painters, decorators and paperhangers being the most active among the trades. Iron moulders, steam engineers, electrical workers and linemen were all well employed. Blacksmiths and sheet metal workers were very busy. The printing and allied trades were very busy. Journeymen tailors and garment workers were well employed. Bakers and confectioners, butchers and meat-cutters were well employed. Cigar makers were very slack. Barbers, clerks, stenographers, hotel, restaurant and theatre employés were well employed. Laundry workers were very busy. All railway employés were steadily employed. Teamsters and expressmen were busy. Unskilled labour was fairly well employed.

REGINA, SASK., AND DISTRICT.

Mr. W. B. McNeil, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

With spring-like weather, and a fair programme of building construction, labour in all its branches has already found demands for its services. There was a marked improvement in comparison with the previous month, also of the corresponding period of last year. There was a substantial increase noticeable in the clearing house figures for the month of February, over the corresponding period of last year, as follows:—

February, 1910	$2,472,312
February, 1911	3,984,897

showing an increase of 1911 over 1910 to be $1,512,585. There was also a very substantial increase in February in building permits, which shows the rapidity with which the city is growing. Building permits issued February, 1910, were valued at $28,225; building permits issued Feb-

ruary, 1911, $66,475, showing an increase of $38,220. The following are some of the buildings already started or about to be commenced:—

The new Donahue business block, to be built of British capital, to cost $100,000; the addition, two stories, to the King's Hotel, to cost $35,000; the Canadian Bank of Commerce, to cost $150,000; a new armoury, to cost $50,000; the new Methodist College, to cost $500,000; the L. V. Kerr five-story business block, to cost $60,000; Cameron & Heap, wholesale grocers, a warehouse, $50,000; Haug Brothers & Nellermore Company, a new warehouse, $20,000; Toronto Type Foundry Company, new warehouse, $60,000.

The following are probable additions to Regina's industries: A flax grinding mill; a stove and furnace factory; a nail factory, costing $80,000; a manufactory of gas and gasoline engines.

In the building trades a slight change in hours and wages has been effected, as will be seen by the following, which was issued by the Regina Builders' Exchange. So far, no steps have been taken by the Building Trades Council in adopting the conditions of labour as set forth by the Builders' Exchange.

The Regina Builders' Exchange have amended the schedule of last year to meet the conditions of this year's business.

Comparing this schedule with the one of last year, it will be noticed that there are certain trades in which a slight alteration has been made, in each case in favour of the workman. An eight hour day on Saturday is a change from the nine hour day of last year.

The changes which take place by the new schedule are:—

Electrical workers: Journeymen, 35 cents to 45 cents per hour, as against 35 cents to 40 cents, last year.

Painters will this year get from 30 to 40 cents per hour, whereas last year they got from 30 to 35 cents.

Bricklayers, stonemasons and stonecutters have been increased to 65 cents per hour straight. Last year their wage was 60 cents.

THE NEW SCHEDULE.

The following is the schedule issued by the Builders' Exchange:—

At the regular meeting of the Regina Builders' Exchange held on Tuesday, March 7, 1911, the schedule of June 7, 1910, was amended: the same to take effect from this date and remain in operation until the 30th day of December, 1911.

HOURS OF LABOUR PER DAY.

Carpenters.—Ten hours, except Saturdays, which shall be eight.

Factory Hands.—Ten hours, except Saturdays, which shall be eight.

Plasters.—Nin e hours, except Saturday, which shall be eight. No overtime until after six p.m.

Electrical Workers.—Nine hours, to be worked between seven a.m., and six p.m., overtime to be paid only after six p.m.

Plumbers and steamfitters.—Nine hours, to be worked between seven a.m. and six p.m., overtime to be paid only after six p.m.

Painters.—Ten hours, with Saturday afternoon optional.

Bricklayers, stonemasons, stonecutters.—Nine hours, except Saturday, which shall be eight.

WAGES.

Carpenters.—Forty cents to 45 cents per hour.

Factory hands.—Thirty to 40 cents per hour.

Plasterers.—Sixty cents per hour.

Electrical workers.—Journeymen 35 cents to 45 cents per hour. Helpers, 20 cents to 25 cents per hour.

Plumbers and steamfitters.—Journeymen, 50 cents to 55 cents per hour. Improvers 30 cents to 45 cents per hour.

Painters.—Thirty cents to 40 cents per hour.

Bricklayers, stonemasons, stonecutters.—Sixty-five cents per hour.

Handy Men.—Twenty-five cents to 30 cents per hour.

Labourers.—Twenty cents to 25 cents per hour.

OVERTIME.

Overtime at the rate of time and one-half to midnight, double time after midnight, Sundays and Christmas Day.

This schedule governs all men who may be employed by members of the Exchange, whether such men belong to any trade organization or not, from this date, and that any existing agreement between master and employés will remain in effect until cancelled by one party or the other.

By Order,

BOARD OF DIRECTORS,
Regina Builders' Exchange.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—It will be but a short time before the farmers will be busy with the plow. Providing these favourable conditions continue, seeding this year will be very early.

Railway construction.—By the first week in April the first consignment of street railway material will have arrived, and a large gang set to work so as to enable 4 miles of track to be laid for street cars prior to the opening of the Dominion Exhibition, which starts the latter part of July.

CONDITION OF PARTICULAR TRADES.

The bricklayers and masons have had a very active month, though there has been one here and there idle, owing to the fact that insufficient material was obtainable. Carpenters and joiners were busy, also lathers and plasterers. Paint-

ers and paperhangers were active, as were plumbers. The demand for stone cutters was poor. Builders' labourers were very active. Electrical workers had a busy month, also blacksmiths. All branches of the printing trade report a good month, the demand at no time exceeding the supply. Journeymen tailors were active, also the garment workers. Bakers and confectioners were well employed. Butchers were busy. The cigar makers were active. Barbers were well employed, as were the clerks, stenographers, delivery employés, hotel and restaurant employés. Laundry workers were very busy. Freight handlers had a good month, also cab drivers, hackmen and draymen, whilst teamsters and expressmen were in demand. Unskilled labour was in demand.

CALGARY, ALTA., AND DISTRICT.

Mr. George Howell, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The labour market during the past month remained much the same as in the previous month. The building trades were still quiet, but many excavations were being carried on, and shortly it is expected there will be a great demand for all trades. Seven by-laws were passed authorizing an expenditure of nearly a million dollars. The Hudson's Bay Company will shortly commence to build a departmental store, at a cost of $1,500,000, which it is claimed will be the largest of its kind in the Dominion; it will be six stories high, and later ten, and have frontage of 250 feet, by 130 feet; will contain a roof garden, concert hall, café, grill rooms and bath rooms; and it it is expected to be completed by November 1 next. Wholesalers and retailers reported trade satisfactory, and much better than at the corresponding period of last year. A deputation of the Canadian Pacific Railway mechanical employés has gone to Winnipeg to negotiate for an increase in wages.

The various building trades which gave notice for new schedules, have not yet been settled, with the exception of the stone-cutters, who have been granted an increase of 2½ cents per hour, making 65 cents per hour, which will come into force on April 1. The electricians have been granted an increase of 5 cents, making 50 cents per hour.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, lathers, plasterers, painters, decorators and builders' labourers had a quiet month. Iron moulders, iron workers and helpers, coremakers, machinists, engineers, blacksmiths, boilermakers, sheet metal workers and horseshoers reported trade satisfactory. Electrical workers and linemen reported a busy month. Woodworkers and upholsterers were fairly busy. Printing trades continued to be very busy. Tailors had a good month. Butchers and bakers were fairly well employed. Leather workers reported trade fair. Miscellaneous trades reported conditions improving. Transport employés on the whole had a good month. Unskilled labour greatly improved, but there were still some unemployed.

EDMONTON, ALTA., AND DISTRICT.

Mr. P. C. Foley, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour conditions during the month showed a marked improvement over the previous month, and compared favourably with the corresponding month of last year, especially in the building trades. Owing to lack of employment in railway construction camps, there was a large number of unskilled labourers unemployed. Weather conditions being favourable, a larger number of buildings have been started than in previous years and prospects are very bright for a good building season. There is a good demand for all classes of houses, and warehouse facilities and office accommodation must be provided. Real estate values have been steadily increasing for some

time. A contract has been let for a six-storey business block to cost $160,000; also a school building at a cost of $100,000. The Oliver school was opened during the month, and the new high school will be opened after the Easter holidays. It is the intention of the government to rush the work on the parliament buildings that they may be ready for occupancy next fall. Work is progressing favourably on the piers of the Canadian Pacific Railway bridge over the Saskatchewan river, and the contractors report they will have them completed before the ice goes out.

The following figures for the second month of 1911 appear to indicate that the previous predictions as to favourable business prospects for the year are being fully justified:—

	Feb., 1910	Feb., 1911	Increase
Customs' returns.....$	32,504 $	50,035	53%
Building permits.....	29,130	83,820	188%
Bank clearings.....	3,823,302	2,213,881	115%
Post Office (stamps only)	5,578	7,052	26%
Street Railway—			
Passengers carried..	219,562	329,149	48%
Revenue.....	9,277	13,709	48%

A garment factory was opened during the month, employing about sixty hands. There was no change in rates of wages or hours of labour. Wholesale trade was good, an exceptionally large amount of goods being shipped to the north and northwest. Implement dealers reported business active, they having shipped large quantities of goods during the sleighing season, to points that have no other transportation facilities. Retailers reported trade very good.

CONDITION OF LOCAL INDUSTRIES.

Railway construction and employment.—The contract for the 60 miles grading on the Canadian Northern Railway main line, west from Entwistle to Wolf Creek, has been let, and work will commence at once.

Contractors on the Grand Trunk Pacific Railway have shipped large quantities of supplies west, and a very busy season is anticipated.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were quiet. Carpenters and joiners had a fair month. Lathers, plasterers, painters and plumbers reported an improvement in their trades during the latter part of the month. Stone-cutters and builders' labourers were very quiet. Iron moulders and coremakers were active. Electrical workers and linemen were quiet. Blacksmiths were active. Sheet metal workers were quiet. Printing and allied trades were active. Tailors and garment workers were busy. Employés in the food and tobacco trades had a very good month. The miscellaneous trades were active. Transportation employés were very active. The supply of unskilled labour was much greater than the demand.

LETHBRIDGE, ALTA., AND DISTRICT.

Mr. J. M. Ritchie, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

All through the month of March labour has not generally been well employed. There has been very little improvement over last month. The only exception was in the work the City is doing in laying down water mains, and on sewers. There was some demand for men to go on farms for seeding, but it was soon supplied. The supply is far in excess of the demand at present. There was more work on hand March, 1910. The coal trade is now slack, the miners working half-time. The bank clearings for the week ending March 23 were $478,782; on March 2, $462,031; on the ninth, $447,197; on the sixteenth, $530,667, a decrease of over $51,885 for the last week. There is apparently a great deal of unrest in labour circles, owing to new demands being made in wages, both in coal mining and building operations.

There were eighteen building permits issued in January, 1911, valued at $25,800; and in February, twenty-five permits, valued at $30,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The prospects for a good season were never better than at pre-

sent. The winter wheat is reported to be the best that has been seen in this part for this time of year. Many new settlers are coming in and the farming communities are busy. There is said to be more moisture in the soil this spring than has been known in the memory of the oldest settler.

Mining.—Coal mining was very slack, and as mining is next to farming in importance in this district, there is a general depression on that account.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons have been mostly idle during the month of March. Carpenters and joiners have been a little better employed than last month, owing to a number of small framed houses going up. Lathers and plasterers have been very little employed during the month. Painters were dull. Plumbers had fair employment. Stone-cutters were dull. Builders' labourers had a very poor month. Electrical workers were fairly well employed, and linemen well employed. Sheet metal workers were busy. Printers and pressmen were very busy. Bakers and butchers were busy. Laundry workers were very dull. Transport employés have been dull throughout the month. Teamsters were well employed. Unskilled labour had the best month of any class of workmen.

NELSON, B.C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The general condition of the labour market throughout Kootenay district during the month of March has been quiet, the supply of labour being greater than the demand, both as regards mining and lumbering. The general outlook for spring and summer employment is excellent, excepting only for rumors of a pending strike of coal miners in the Crow's Nest Pass, which, should it occur, would be serious to a very large number of men throughout and outside of this district.

The building contractors of Nelson report that they have work under contract aggregating over $140,000, and that Nelson appears to be upon the eve of considerable building expansion. A new apartment block on Victoria street, at a cost of $60,000 is expected to be completed during the early summer.

A wholesale merchant and candy manufacturer has announced that he will open and operate a new jam factory in Nelson, and that he expects to have everything in readiness to receive the first consignment of strawberries next June, and to manufacture a large output of jam of all small fruit varieties during the rest of the summer.

The new concentrator for the Van-Roi mines, near Silverton, is now completed and in operation. The Molly Gibson silver-lead mine, on Kokanee Creek, has resumed shipments after a long shutdown. This mine is now the property of the Trail Smelter Company, which has extensively developed the property and rendered transportation of the ore easier and cheaper by the construction of a tramway.

The Kootenay Ice and Fuel Company has purchased the block at the Northeast corner of Baker and Ward streets, price $30,000. The Yale-Columbia sawmill at Nelson started operations on the fourteenth instant, with a force of fifty-two men. Several of the other mills throughout the district that shut down for the winter months, have started or are about to start operations, and report a fairly good out-look for sales in the prairie provinces.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. J. P. McMurphy, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Compared with the corresponding month of 1910, March presented a marked improvement. Indications were bright for an active month in all lines of trade. The splendid weather has given all outdoor work increased activity.

The sewer work and laying water-main extensions were being pushed rapidly and there was every indication of an exceptionally busy spring. Some idea may be obtained of the commercial expansion of this city and district by the following comparisons:—

In the month just closed no less than $6,512.03 was collected by the New Westminster Land Registry Office, being an increase of $1,466.61 over the corresponding month of last year. In the Customs Department, the receipts for the month totalled $26,265.23, as against $18,134.02 last February, or an increase of $8,131.21. A branch of the Bank of Vancouver was established in this city during the month. The Bank of Toronto has established a branch in the town of Aldergrove.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—The season for spring salmon fishing opened March 1. So far, only a few licenses have been issued, there not being sufficient fish in the river to make it worth while.

Lumbering.—All the lumber mills in and around the city reported their quota of orders, and in one or two cases were putting in overtime for rush orders.

Railway construction.—The British Columbia Electric Railway Company has under construction a large wharf at the foot of Eighth street, with a view to accommodating vessels of large tonnage. The warehouse being built on the wharf will be 200 feet long, by 60 feet wide, and will have two landing slips to the river.

One of the busiest places on the Fraser river waterfront at present is at the new wharf at Port Mann. At this wharf, which is 500 feet long, is now being unloaded the *Strathallan*, loaded with 5,560 tons of steel rails, spikes and other accessories necessary for track laying. Her sister ship, the *Fitzpatrick*, has just completed unloading at the same wharf 5,557 tons of steel rails. The contractors of the present wharf are about to commence the construction of another 500 feet one on the west end of the present wharf.

Within a few weeks will be commenced the steel-laying for the Canadian Northern Railway Company's transcontinental line, from Port Mann eastward through the Fraser river valley. The contractors having the grading of the first 80-mile section, have the work well under way, and will have it about finished in two months' time.

In the Surrey municipality preliminary work has already started for the building of two dams, one across the Nicomekl and the other across the Serpentine rivers. The area affected comprises 14,000 acres. It is estimated that the work will cost in the neighbourhood of $150,000.

The British Canadian Lumber Company, capitalized at $20,000,000, is at present negotiating with the City for certain rights to enable it to establish a large-sized plant in New Westminster. In the event of a favourable conclusion of the negotiations, this Company will proceed to erect a first-class mill, which will employ from 400 to 500 men.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were fairly active, with carpenters, lathers and plasterers active. Plumbers, steam fitters and builders' labourers were fairly busy. Iron moulders and helpers were very quiet. Electrical workers, linemen, blacksmiths and sheet metal workers are active. Shipwrights and caulkers were quiet. Horseshoers, upholsterers, varnishers, and electric car builders were active. Printers, pressmen and bookbinders were active, and journeymen tailors busy. Bakers, butchers and cigar makers were busy, with barbers, clerks, stenographers and delivery employés fairly active. Laundry workers were exceptionally active. Railway employés were active, with steamboat employés fairly busy. Street railway employés, draymen and teamsters were very active. Unskilled labour was fairly active.

VANCOUVER, B.C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The city will spend $563,062.50 in the proposed new water supply from Sey-

mour Creek, and the installation of the new thirty-four-inch pipe. Tenders are called for steel pipe, and will be opened by May 1. Out of the above amount $99,418.75 will be spent on the work in Hastings Townsite, recently annexed to the city, providing a total in mileage of pipe in the district of 16·6 miles.

Regarding salmon fishing, fishermen are looking forward to heavy runs of salmon on the Fraser, Skeena and Naas rivers, and there will be a heavy coastwise traffic in cannery supplies northward, and the finished product southward. The steamer *Amur* carried a large shipment of tin plate for the Rivers Inlet canneries on her last voyage.

The bank clearings for the week ending March 23, amounted to $9,731,605. For the same period in 1910 they were, $8,571,250, and in 1909, $5,066,748. The clearings for Thursday (twenty-third) amounted to $1,579,850.

It was stated by Superintendent Busteed of the Canadian Pacific Railway Company to the civic Board of Works that the proposed subway near the waterfront, half way between Carroll street and Columbian avenue, would cost $225,000.

Contracts were awarded by the city for the paving of Woodland Drive $5,827 and Twelfth Avenue, $4,971. Also for bitulithic paving Seventh Avenue for $42,396.

Organized labour has established a Free Labour Bureau at Labour Hall.

Several hundred dwellings, a number of apartment houses and several large buildings, for which plans have been in preparation since January, valued at hundreds of thousands of dollars, will be erected in and around the city. Work was started on many of these structures towards the end of the month. General activity in the building trades is looked for during the coming season.

The British Columbia Electric Railway Company will operate thirty additional tram cars by May and twenty more by July 1.

Changes in Wages.

Occupations effected: Civic employés. Wages paid before increase:

Foremen, $100.00 a month; sub-foremen, 37½ cents an hour; powdermen, 34 cents an hour; labourers, 31½ cents an hour; inspectors, $3.50 a day; drivers, $2.30 a day.

The eight-hour day prevailing with Saturday afternoon half-holiday, or forty-four hours a week.

Wages paid after increase, to take effect April 1, 1911.

Foremen, $100.00 a month, unchaanged; sub-foremen, 37½ cents an hour, unchanged; powder men, 35 cents increased; labourers, 35 cents an hour, increased; inspectors, $3.75 a day, increased; drivers, $2.50 a day, increased.

The eight-hour day prevailing, with Saturday afternoon half-holiday, or forty-four hours a week.

About 1,000 men will be effected.

Condition of Local Industries.

Agriculture.—The end of the month found that spring ploughing had been started in the Delta and elsewhere in the Lower Mainland of British Columbia. In and around the city gardening was commenced.

Fishing.—Except for halibut, operations were limited during the first part of the month. Nearing the close of March the industry became more active, especially cod fishing.

Lumbering.—Indications are that the coming season's cut will be more than equal to that of last year. The demand for loggers was fairly active.

Railroad construction and employment.—Railway surveying was active, and the amount of mileage of new railroad under construction was the highest recorded.

Mining.—The local mining market continued depressed. The oil market showed no signs of improvement.

Condition of Particular Trades.

In the building trades, activity prevailed. Blacksmiths, machinists, horseshoers and caulkers reported state of trade quiet. All others report trade active. Woodworkers, upholsterers and shingle weavers report trade quiet. Newspaper compositors report a surplus of unemployed men. The job offices report trade quiet. Tailors report trade fair generally, and some shops report trade quiet. Cigar makers report trade very quiet, but bakers report trade good. Leather workers were quiet. In general transport activity prevailed.

Barbers report trade quiet, *i.e.*, there is a surplus of men, but the amount of work equals expectations. Other branches report state of trade fair. Among unskilled labour, quietness prevails. The bootblacks' organization, numbering thirty-three, report trade good.

DISTRICT NOTES.

Prince Rupert.—A strike is reported in progress among the labourers on railway construction. The building trades report that the season has not opened, but that the outlook is promising.

VICTORIA, B.C., AND DISTRICT.

Mr. J. Chrow, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

With the arrival of spring weather, there has been a marked improvement in the labour market over the previous month. Work in the building trades has improved considerably and there has been an increased demand for unskilled labour, owing to the large number of city improvements just started. The total number of building permits issued during February was ninety-five, as compared with eighty-eight for the same month a year ago. The aggregate value of the permits was $182,940, compared with $151,760 for the same month a year ago. The bank clearings for February amounted to $9,078,881, as compared with $6,404,570 for the corresponding month a year ago. The total inland revenue receipts amounted to $19,505 during February, as compared with $15,565 for the same period a year ago. The customs returns for February were as follows: Duties, $130,636; Chinese, $47,528; other duties $459; total, $178,623.

Wholesale and retail trade was reported in a very healthy condition, with indications of steady growth in the future. The real estate market was active, both business and residential property being in demand at rapidly increasing prices. Painters, paperhangers and decorators have obtained an advance in wages from $3.50 to $4.00 per day of eight hours, or $24 for a week of forty-eight hours.

Owing to the voters' list used at the last municipal election being illegally prepared, the Courts unseated the mayor, aldermen and school trustees elected in January, and a new election, on legally prepared lists will be held early in April. The decision of the Court has delayed for a few months some of the important civic works contemplated by the Council, but when the new Council takes office these will be carried out with the least possible delay.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have commenced sowing their crops and the indications are that there will be a considerably larger area under cultivation this year than previously, owing to an increased number of settlers having taken up land along the line of the island railway. The indications are that the growing of fruits will be conducted on a much larger scale than heretofore and the prospects for this branch of horticulture were never brighter.

Fishing.—The whaling season has commenced with every indication of a successful season. It is expected that six or seven whaling vessels will be operated along the British Columbia coast this season.

Lumbering.—The lumbering industry was reported in a healthy condition, all the mills being busy with local and export orders.

CONDITION OF PARTICULAR TRADES.

Conditions in a large majority of the building trades showed a marked improvement during the month, especially with regard to carpenters, bricklayers and painters. Carpenters and plumbers are negotiating for an increase of wages to take effect on May 1. Iron workers reported work as fair. The machinists' strike continued with no

change. Blacksmiths and horseshoers were steadily employed. Wood workers upholsterers and coopers reportedwork as normal. Printing and allied trades were busy, all men being employed. Tailors and garment workers reported work as brisk. Bakers and butchers were fully employed. Cigar makers reported work as fair. Unskilled labour was employed in increasing numbers, with plenty of help available.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The condition of the labour market in this district shows a decided improvement over last month, and although there are a large number of unemployed men in the District a good deal of work has been started, employing a number of men. Work on the cement sidewalks has been started and on the sewerage sytsem, the latter being done by both day labour and contract.

The coal trade is still exceptionally active. The Local Company and the Ladysmith Collieries are sinking new shafts and drifts which, when completed, will about double their output. Carpenters are very active. Business men report trade as good with good signs ahead. The City will start and pay the city labourers $2.75 per day on April 1, being an increase of 25 cents per day.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are busy with their spring work.

Fishing.—Fishing is quiet.

Lumbering.—The saw mills of the district are very busy, and the logging camps are starting to work extensively.

Mining.—The coal mines of the district are working to their full capacity to meet the demand for coal which is steadily increasing.

Railroad construction.—Railroad construction is going on as fast as conditions will allow. Land clearing by the Canadian Pacific Railway Company is being steadily pushed. Land clearing for business and farming purposes is on the increase in the district.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons report work as active. Carpenters and joiners are very active as there seems to be more buildings going up than during last year, which was an exceptional year.

Lathers and plasterers are busy. Painters and paper hangers report work as good and improving as the weather gets better. Plumbers are active. Builders' labourers are active, but the supply exceeds the demand. Blacksmiths and carriage makers report work as fairly active. Printers are active. Cigar makers report work as fair. Teamsters and expressmen are very active. Unskilled labour has been better employed during the month than for some time past, but there are still a large number of men in the district looking for work.

BUILDING OPERATIONS IN CANADA DURING 1910.

A DETAILED statistical return is presented herewith relating to building operations in the leading industrial centres throughout Canada, during the calendar year 1910. The return is similar in general scope and form to those previously issued by the Department with reference to building operations in the years 1905, 1906, 1907, 1908 and 1909.

The article is intended to afford an index to the nature and extent of building activity during the period mentioned, and to throw light thereby, not only on the amount of employment rendered available to workingmen in the building trades and in the manufacture of building material, but on the general character of industrial development in Canada during the period covered.

The statistics were collected by the

Department during the months of January, February and March, information being sought of the number of permits issued in municipalities having a population of 5,000 and upwards and of the declared valuation of the buildings erected therein, the returns being further classified according as the work was in connection with new buildings or repairs. In municipalities in which no system of issuing permits is in use returns based on estimates prepared by local architects, building contractors, assessment commissioners or others in a position to furnish reliable information were secured.

The statistical information collected in this way is presented in full in the accompanying tabular statement, details being added where such were available for the preceding year. A description in detail is given below with reference to the more important features characterizing the operations of the year in the several localities.

General Result.

It will be seen that detailed information was obtained by the Department with reference to seventy-nine localities throughout the Dominion, being about the same in number as 1909 (eighty-two), owing to certain municipalities, given separately last year, having since been absorbed by the City of Montreal, an estimate of the total value of the buildings being obtained in each case.

The total value of the buildings erected in the above localities was $113,121,783. Of this total, Toronto, Ont., contributed $21,127,783, being, as in 1909, 1908, 1907 and 1906, the locality in which building was most active during the year. The city of Montreal, Que., with $15,815,859, stood second; the city of Winnipeg, Man., with $15,116,450, stood third; the city of Vancouver, B.C., with $13,150,365, stood fourth; the city of Calgary, Alta., with $5,589,594, stood fifth and the city of Ottawa, Ont., with $3,022,560 stood sixth.

The following statement shows the localities in Canada, other than above mentioned, where an expenditure of $500,000 or over in building operations took place:—

Localities.	Amount of Expenditure.
Saskatoon, Sask.	$2,817,771
Hamilton, Ont.	2,604,605
Regina, Sask.	2,416,288
Fort William, Ont.	2,381,125
Victoria, B.C.	2,373,045
Edmonton, Alta.	2,161,356
Maisonneuve, Que.	2,000,000
Westmount, Que.	1,974,670
Brandon, Man.	1,224,385
Lethbridge, Alta.	1,211,310
Moose Jaw, Sask.	1,116,690
Port Arthur, Ont.	1,062,616
Outremont, Que.	1,034,332
London, Ont.	805,074
Quebec, Que.	762,998
Brantford, Ont.	681,030
Niagara Falls, Ont.	672,200
Prince Albert, Sask.	662,475
Verdun, Que.	619,000
Prince Rupert, B.C.	610,590
Sherbrooke, Que.	555,000
St. John, N.B.	524,475
Peterborough, Ont.	517,958

Comparative returns relating to the value of buildings in 1910 and 1909 were obtained in the case of sixty-seven localities. These included all the larger centres. In these localities the total value of buildings erected in 1910 was $110,859,999, and in 1909, $76,979,007, an increase in the past year of over forty-four per cent.

The localities from which returns were received to the effect that the year was less active than in 1909, were, Westville, N.S.; Halifax, N.S.; Joggins' Mines, N. S.; Charlottetown, P.E.I.; Moncton, N. B.; Newcastle, N.B.; St. Andrews, N.B.; St. Hyacinthe, Que.; Lachine, Que.; Hull Que.; Kingston, Ont.; Galt, Ont.; Woodstock; London, Ont.; St. Thomas, Ont.; Chatham, Ont.; Windsor, Ont.; Innisfail, Alta.; Daysland, Alta.; Lethbridge, Alta.; and Nelson, B.C.

The following cities showed decreases of $500,000 and over in the amount of building operations during 1910:—

City.	Amount of Decrease.
Ottawa, Ont.	$1,504,940
Fernie, B.C.	1,049,700
Three Rivers, Que.	770,050
Fort William, Ont.	589,240
Total	$3,913,930

The following table shows the amount expended during 1910 in building operations according to Provinces:—

TABLE SHOWING EXTENT OF BUILDING OPERATIONS IN CANADIAN MUNICIPALITIES, 1910.

Locality.	New Buildings.		Alterations and Repairs.		Totals.			
					Number.		Value.	
	No.[1]	Value.	No.[1]	Value.	1909	1910	1909	1910
Nova Scotia—								
Sydney	161	$ 335,977	33	$ 11,577	90	194	$ 160,470	$ 347,554
Sydney Mines	96	150,000	.....	.....	41	96	65,000	150,000
Westville	.....	10,000	.....	.....	.....	.....	20,000	10,000
Halifax	124	388,825	420	95,220	547	544	630,380	484,045
Amherst	.....	140,000	.....	.....	25	.....	65,000	140,000
Stellarton	.....	100,000	.....	.....	.....	.....	.....	100,000
New Glasgow	.....	250,000	.....	.....	.....	.....	.....	250,000
River Hebert	.....	10,000	.....	.....	.....	.....	10,000	10,000
Joggins' Mines	.....	20,000	.....	.....	.....	.....	60,000	20,000
Prince Edward Island—								
Charlottetown	.....	43,000	.....	12,000	.....	.....	61,755	55,000
New Brunswick—								
Moncton and suburbs	90	107,040	18	5,875	135	90	239,610	112,915
Newcastle and district	31	42,300	.....	20,300	.....	31	195,800	62,600
St. John	164	524,475	.....	.....	136	164	375,300	524,475
St. Andrews	9	12,000	28	8,000	8	37	176,000	20,000
Quebec—								
Quebec	102	715,293	118	47,705	204	219	711,519	762,998
Sherbrooke	.....	455,000	.....	100,000	.....	.....	234,000	555,000
Three Rivers	40	207,000	4	3,300	163	44	980,350	210,300
St. Hyacinthe	39	119,600	55	50,000	62	94	272,200	169,600
Sorel	11	20,300	15	6,800	.....	26	.....	27,100
Berthier & St. Ours	5	7,000	.....	1,200	.....	5	.....	8,200
Montreal (annexations included)	2,726	15,815,859	781	1,280,679	2,431	3,507	7,783,621	15,815,859
Westmount	.....	1,974,670	.....	.....	.....	.....	1,417,600	1,974,670
Outremont	.....	1,034,332	.....	.....	.....	.....	918,500	1,034,332
Verdun	.....	619,000	.....	.....	.....	.....	722,000	619,000
Maisonneuve	.....	2,000,000	.....	.....	.....	.....	1,200,500	2,000,000
St. Johns	10	137,700	11	26,870	31	21	65,215	164,570
Lachine	69	179,890	13	2,845	87	82	263,565	182,735
Hull	.....	15,000	.....	.....	128	.....	114,100	80,000
Ontario—								
Ottawa	671	3,022,650	.....	.....	683	671	4,527,590	3,022,650
Cornwall	6	37,850	5	12,000	7	11	25,500	49,850
Kingston	545	220,092	.....	.....	875	545	500,000	220,092
Peterborough	231	517,958	.....	.....	228	231	343,489	517,958
Niagara Falls	.....	672,200	.....	.....	.....	.....	500,000	672,200
Toronto	8,499	21,127,783	.....	.....	5,276	8,499	18,139,247	21,127,783
St. Catharines	139	216,500	123	46,500	161	262	238,250	263,000
Hamilton	1,162	2,339,185	169	265,420	730	1,331	1,547,425	2,604,605
Brantford	268	405,930	100	275,100	307	368	439,335	681,030
Guelph	55	132,800	3	10,900	73	58	127,625	143,700
Berlin	138	349,906	.....	.....	90	138	232,365	349,906
Waterloo	29	149,800	.....	.....	30	29	79,400	149,800
Galt	66	150,000	.....	.....	42	66	172,500	150,000
Preston	46	155,000	.....	5,000	20	46	85,950	160,000
Elmira	13	69,900	.....	.....	16	13	33,200	69,900
Hespeler	7	85,200	3	3,000	.....	10	.....	88,200
Woodstock	.....	130,500	.....	23,200	.....	.....	165,300	153,700
Stratford	63	159,993	96	27,101	168	159	158,964	187,094
London	882	805,074	.....	.....	864	882	850,134	805,074
St. Thomas	108	195,000	16	7,000	143	124	261,600	202,000
Chatham	40	56,787	9	5,062	51	49	110,610	61,849
Windsor	237	392,040	.....	.....	198	237	431,060	392,040
Windsor District	.....	470,000	.....	.....	.....	.....	.....	470,000
Sault Ste. Marie	198	386,000	.....	.....	42	198	48,000	386,000
Port Arthur	.....	1,062,616	.....	.....	101	.....	500,000	1,062,616
Fort William	.....	2,381,125	.....	.....	.....	.....	2,970,365	2,381,125

[1]In cities in which a system of issuing building permits exists, the returns under this heading relate to the number of permits issued: elsewhere the reference is to the estimated number of buildidgs erected or altered.

TABLE SHOWING EXTENT OF BUILDING OPERATIONS IN CANADIAN MUNICIPALITIES, 1910.

Locality.	New Buildings.		Alterations and Repairs.		Totals.			
					Number.		Value.	
	No.[1]	Value.	No.[1]	Value.	1909	1910	1909	1910
Manitoba—								
Winnipeg	3,049	14,569,500	890	546,950	2,942	3,939	9,226,325	15,116,450
Brandon	143	1,195,221	10	29,164	141	153	350,120	1,224,385
Saskatchewan—								
Regina	573	2,351,288	122	65,000	278	695	744,479	2,416,288
Moose Jaw	.....	1,116,690	.....	.....	30	.....	1,007,500	1,116,690
Saskatoon	433	2,817,771	.....	.....	275	433	947,905	2,817,771
Prince Albert	.....	662,475	.....	.....	.....	.....	141,810	662,475
Alberta—								
Edmonton	.....	2,161,356	.....	.....	958	.....	2,128,161	2,161,356
Calgary	1,499	5,589,594	.....	.....	777	1,499	2,420,450	5,589,594
Medicine Hat	151	427,140	.....	.....	108	151	228,168	427,140
Red Deer	35	77,770	.....	.....	.....	35	50,000	77,770
Innisfail	.....	4,000	.....	1,500	.....	.....	20,000	5,500
Fort Saskatchewan	.....	38,585	.....	1,750	.....	.....	36,300	40,335
Strathcona	112	372,470	.....	.....	.....	112	573,000	372,470
Daysland	3	6,000	3	2,500	.....	6	75,300	8,500
Lethbridge	514	1,211,310	.....	.....	116	514	1,268,215	1,211,310
Macleod	152	227,460	.....	.....	.....	152	.....	227,460
Taber	.....	100,000	.....	.....	.....	.....	.....	100,000
British Columbia—								
Fernie	.....	325,000	.....	.....	.....	.....	1,374,700	325,000
Nelson	21	141,850	39	27,080	31	60	175,000	168,930
Nelson Vicinity	.....	275,000	.....	.....	.....	.....	.....	275,000
Vancouver	2,250	13,150,365	.....	.....	2,052	2,250	7,258,565	13,150,365
Victoria	746	2,373,045	.....	.....	573	746	1,773,420	2,373,045
Victoria District	.....	275,000	.....	.....	.....	.....	243,025	275,000
Nanaimo	40	90,234	.....	15,000	.....	40	.....	105,234
Prince Rupert	119	610,590	.....	.....	.....	119	.....	610,590

[1]In cities in which a system of issuing building permits exists, the returns under this heading relate to the number of permits issued; elsewhere the reference is to the estimated number of buildings erected or altered.

There were increases in the amount of building during 1910 at Sydney, N.S.; Sydney Mines, N.S.; Amherst, N.S.; St. John, N.B.; Quebec, Que.; Sherbrooke, Que.; Montreal, Que.; Westmount, Que.; Outremont, Que.; Maisonneuve, Que.; St. Johns, Que.; Cornwall, Ont.; Peterborough, Ont.; Toronto, Ont.; Niagara Falls, Ont.; St. Catharines, Ont.; Hamilton, Ont.; Brantford, Ont.; Guelph, Ont.; Berlin, Ont.; Waterloo, Ont.; Preston, Ont.; Elmira, Ont.; Stratford, Ont.; Sault Ste. Marie, Ont.; Port Arthur, Ont.; Winnipeg, Man.; Brandon, Man; Regina, Sask.; Moose Jaw, Sask.; Saskatoon, Sask.; Prince Albert, Sask.; Edmonton, Alta.; Calgary, Alta.; Medicine Hat, Alta.; Red Deer, Alta.; Fort Saskatchewan, Alta.; Vancouver, B.C.; Victoria, B.C.; Victoria district, B.C.;

Province.	Amount Expended.
Nova Scotia	$ 1,511,599
Prince Edward Island	55,000
New Brunswick	719,990
Quebec	20,604,364
Ontario	36,372,172
Manitoba	16,340,835
Saskatchewan	7,013,224
Alberta	10,221,435
Britsh Columbia	17,283,164
Total	$113,121,783

Nature and Extent of Building by Localities.

The following is a brief statement showing the nature and extent of building

operations in 1910, in the more important centres of population throughout Canada.

Nova Scotia.

Sydney.—One hundred and ninety-four permits were issued for new buildings and repairs, amounting in value to $347,550, compared with a total of $160,470 in 1909, and of $65,615 in 1908.

Sydney Mines.—Buildings to the approximate value of $150,000 were erected in 1910. The estimated value of buildings in 1909 was $65,000. No system of issuing permits is in practice and no account of repairs is kept.

Westville.—Building operations in Westville during 1910 totalled $10,000; in 1909 the total was $20,000.

Halifax.—Permits for new buildings, numbering 124, valued at $388,825, and for repairs, numbering 420, valued at $95,220, or a total value of $484,045, were issued, compared with a total of $630,380 in 1909, a reduction of 25.27 per cent. There were no important industrial premises erected during the year.

Amherst.—During 1910 the total value of building operations in Amherst amounted to $140,000, compared with $65,000 in the preceding year. No building permits are issued in Amherst.

Stellarton.—About $100,000 were expended in building in 1910.

New Glasgow.—Building operations amounted in value to $250,000 approximately.

River Hebert.—About $10,000 were expended in building in 1910; the same amount as in 1909.

Joggins' Mines.—There was a diminution from $60,000 in 1909 to $20,000 in 1910 in building returns.

[Prince Edward Island.

Charlottetown.—Building operations in Charlottetown during 1910 amounted in value to $55,000, as against $61,755 in 1909.

New Brunswick.

Moncton.—In Moncton proper fifty-eight permits for new buildings valued at $79,040 and eighteen permits for repairs, valued at $5,875 were issued. This comprises thirty new cottages and dwellings, one warehouse and twenty-seven shops, barns, outbuildings, etc. In the suburbs of Moncton about twelve dwelling houses, valued at $20,000 and twenty outbuildings, shops, etc., valued at $8,000 were constructed. The total amount, therefore, of building operations in Moncton and suburbs for 1910, was $112,915, compared with $239,610 in the previous year. The outlook for 1911 was pronounced better than for 1910.

Newcastle.—An estimate of the amount of building throughout this district in 1910 is as follows:—

Locality.	New Buildings.	Repairs.
Newcastle	$13,000	$8,000
Nelson	14,000	2,000
Millerton	3,800	1,600
North Esk	4,000	2,000
Blackville	4,500	2,000
Docktown	3,000	1,600
Total	$42,300	$20,300

Making a total expenditure of $62,600, as against $195,800, in 1909.

St. John.—The number and value of buildings erected in 1910 were as follows:

The permits issued for wooden buildings were:—

	Cost.
97 dwellings	$203,675
8 banks	3,900
3 garages	2,100
2 stores and offices	1,300
4 blacksmiths' shops	2,800
6 warehouses	38,100
3 factories	10,500
5 exhibition buildings	18,800
1 boat house	3,000
3 carriage houses	3,600
2 laundries	5,500
1 fire station	6,500
135	$299,775

For brick construction work the permits issued were:

4 dwellings	$20,200
12 stores	43,200
1 bank	8,000
1 blacksmith shop	7,000
1 telephone building	35,000
1 hotel	2,000
1 picture show	2,000
3 garages	14,900
2 schools	51,500
1 store	400
2 barns	40,500
29	$224,700
164 Totals	$524,475

The number of permits issued was twenty-eight in excess of 1909, and the cost of work done exceeded 1909 by $148,275. The inspector does not keep new work and repairs separate.

The following statement shows the number of permits issued and the value each year for ten years past:

1899–186 permits	$ 388,810
1900–105 permits	203,505
1901–101 permits	203,506
1902– 76 permits	184,155
1903– 72 permits	369,600
1904 (no record)	
1905–107 permits	220,300
1906– 99 permits	306,550
1907–104 permits	459,575
1908–101 permits	270,150
1909–136 permits	376,200
1910–164 permits	524,475
Total	$3,506,826

St. Andrews.—Thirty-seven permits for new buildings and repairs were issued in 1910, valued at $20,000, compared with $176,000 in 1909. It is expected that a large number of residences will be built in 1911.

Quebec.

Quebec.—One hundred and two permits for new buildings, valued at $715,293 and 118 for repairs, valued at $47,775, making a total of $762,998, were issued. The total value of building operations in 1909 was $711,519.

Sherbrooke.—Approximately $555,000 were expended on building in 1910, compared with $234,000 in 1909. There is no system of issuing permits.

Three Rivers.—The City issued forty permits during 1910 for new constructions, of which eight were for first-class, eleven for second, and twenty-one for third-class buildings, to the value of $207,000, and four permits for repairs valued at $3,300, or a total amount of $210,300. In 1909 the sum expended in building operations was $980,350, and in 1908 the sum was $581,900. The larger portion of the business section of Three Rivers was destroyed in the fire which took place on June 22, 1908. This, no doubt, accounts for the higher figures of the years 1908 and 1909 as compared with 1910.

St. Hyacinthe.—Thirty-nine new buildings to the value of $119,600 and repairs to the value of $50,000 were carried out in 1910, making a total expenditure of $169,000, compared with a total of $272,200. There is no system of issuing building permits.

Sorel.—New buildings costing $20,300 and repairs $6,800, amounting in all to $27,100, were completed in 1910.

Berthier and St. Ours.—Building operations approximating $8,200 were completed during 1910.

St. Johns.—Ten permits for new buildings valued at $137,700 and eleven permits for repairs valued at $26,870, making a total of $164,570 were issued in 1910. In 1909 the value of building operations was $65,215.

Montreal.—The following extract from the thirteenth annual report of the Montreal Builders' Exchange, under date of January 23, 1911, shows the marked activity in building operations which prevailed in that City and surrounding municipalities during 1910.

"In comparing the value of building operations during 1910 with the years immediately preceding, the figures at first sight look disproportionately large. In order to arrive at a just comparison it must be remembered that in the present year's figures issued by the Building Inspector's Department all the newly-annexed suburbs are included for the first time. The official values of building operations for Greater Montreal during 1910 were:—

City of Montreal (annexations included)	$15,815,859
City of Westmount	1,974,670
Outremont	1,034,332
Verdun	619,000
Maisonneuve	2,000,000
	$21,443,861

These figures really understate actual values, as building permits issued by the city proper only represent at the most sixty per cent. of real worth. The statistics for Greater Montreal issued by this Exchange for previous years (allowing full estimates for city permits) were:

1909.	1908.	1907.
$19,643,193	$12,562,390	$16,788,185

which places Montreal easily in the first place for the whole Dominion. It is satisfactory to the craft in Montreal to thus ascertain that while our percentage of increase may not be so spectacular as in the West, it is commensurate with the general development of the Dominion, and is solid and permanent in character.

But while recording the success of the banner year of 1910, your Directors take even more pleasure in predicting greater things for 1911. Much of the larger work barely commenced in 1910 has yet to be developed in 1911, such as the Dominion Express and Transportation Buildings, the new Art Gallery, the Queen's Hotel, the Canadian Pacific Railway Company's terminals, the Ogilvie, Young Men's Christian Association, Wilder, Blumenthal and Morgan Buildings, the Montreal Street Railway Shops at St. Laurent, &c. Of new work yet to be awarded, may be mentioned the new Herald Building, extension to Lamontagne Limited, Rea's East End

Branch Store; Post Offices in Westmount and St. Lamberts; the Ritz Hotel Company; new Princess Theatre on St. Catherine (present building to be altered for commercial block) ; new Canadian Northern Railway Company's Station; Shawinigan Power Station, &c., to state only a few. Of larger municipal projects now mooted, are:

1. A tunnel through the Mountain at Cote des Neiges Road.
2. A subway on St. James street to form the nucleus of Rapid Transit service.
3. Underground conduits for electric wiring.
4. The opening of a boulevard 125 feet wide, to run through the city from east to west.
5. The opening of a boulevard to run from St. Catherine Road to the Back river.
6. The inauguration of an annual National Exhibition.
7. The establishment of a Municipal lighting plant.
8. The use of tunnels to draw long distance traffic from the streets."

Lachine.—Sixty-nine permits for new buildings, valued at $179,890, and thirteen permits for repairs amounting to $2,845, were issued in 1910, making a total of $182,735, compared with a total of $263,565 for 1909.

Hull.—There was a total expenditure of $80,000 on building operations in the City of Hull during 1910, compared with an aggregate of $114,100 in 1909. There was also a very large expenditure on public works.

Ontario.

Ottawa.—The following table shows the number of building permits granted in each month of 1910, and the value of the buildings covered by the same:

BUILDING PERMITS ISSUED DURING 1910 AT OTTAWA.

For New Buildings.

Month.	Number.	Value.
January	25	$57,650
February	24	97,200
March	65	219,350
April	117	340,675
May	78	651,150
June	73	304,000
July	60	202,500
August	46	146,800
September	38	160,950
October	63	438,925
November	57	229,100
December	25	174,350
Total	671	$3,022,650

Compared with 1909, the year 1910 showed a falling off in the number of building permits issued in Ottawa, amounting in value to about $1,500,000. The total of 1909 was, however, abnormal, as it contained the figures for a new Grand Trunk hotel and station. Leaving the Grand Trunk Railway permits out the two years were about equal. Owing to the fact that the construction of the Grand Trunk Railway hotel and station went on actively during 1910, the season was an exceptionally busy one in the building trades. In order to keep pace with the demand for interior finishing in wood some of the sash and fine lumber factories worked extra time.

A majority of the buildings were of brick or brick veneer. There is no separate record kept in the city of repairs and additions, but the building inspector reports that almost every permit issued covers either a new building or an important addition. Among the costly business blocks started are those of A. Rosenthal & Sons; J. Hope & Sons; Blackburn Brothers; and Geo. Matthews Company. The year witnessed a move toward replacing small and cheap structures in the business centre of the city with tall, fire-proof buildings. A large brick paper bag factory was erected by the Continental Bag & Paper Company, and two new power houses were built at the Chaudiere. A $60,000 enlargement was made to the City Hall. The number of tenements and detached dwellings was very large.

Several farm properties were surveyed into building lots within a radius of 7 or 8 miles of the city. About seventy-five new houses were erected in the immediate vicinity of Ottawa in this territory representing an outlay of over $100,000. The early winter was very favourable to building operations.

The building inspector reported the class of structures for which permits issued in Ottawa in 1910 as follows: Solid brick or stone, $1,136,325; concrete, $370,650; brick veneer, $1,364,350; iron clad, $68,850; wood or frame, $82,475.

Cornwall.—During 1910 building operations in Cornwall approximated $49,850 in value, compared with $25,500 in the previous year.

Kingston.—The number of building permits granted during each month of 1910 and the value of the buildings

covered by the same are shown in the following table:

BUILDING PERMITS ISSUED DURING 1910 AT KINGSTON.

For New Buildings.

Month.	Number.	Value.
January	6	$ 1,975
February	5	4,050
March	30	14,850
April	82	48,188
May	55	19,535
June	44	11,545
July	46	35,818
August	62	18,778
September	76	17,576
October	80	23,317
November	50	23,965
December	9	495
Total	545	$220,092

The above statement includes the totals for new buildings, alterations and repairs, &c.

Peterborough.—Building activity in Peterborough is shown in the following table, which indicates the number of building permits issued and the value of the buildings covered by the same:

BUILDING PERMITS ISSUED DURING 1910 AT PETERBOROUGH.

For New Buildings.

Month.	Number.	Value.
January	3	$ 7,150
February		
March	13	10,327
April	43	121,201
May	37	124,845
June	31	145,470
July	22	30,725
August	17	23,865
September	21	21,865
October	24	14,700
November	11	8,570
December	9	9,240
Total	231	517,958

There is no record kept of repairs and no permit issued for less than $100. There has been, or are being built, two factories—the Canadian General Electric Company is building a large addition and the Quaker Oats Company has just completed a large warehouse and elevator. Two churches have also been completed; also the new Public Library. At Port Hope there has been considerable building, but there is no account kept by the town officials. The Ideal Company has put up an addition to its factory, and has also built a foundry. The outlook for this year is not so bright as last year, but it is a little early to speak as yet.

Niagara Falls, Ont.—The activity in the building trades which has prevailed for about five years, continued during 1910 and seems likely to be the ruling condition during 1911. During five years past, the estimated expenditures on new buildings and repairs were: 1906, $360,000; 1907, $460,000; 1908, $690,000; 1909, $500,000; 1910, $672,200. Thus, expenditure in 1910 exceeded that for 1909, but was somewhat less than in 1908. The features of the year's operations were the large number of good dwelling houses erected and the great expenditure of the Ontario Power Company in enlarging its power house. An approximate summary follows:—

Ontario Power Company, power house	$400,000
Bell Telephone Company, exchange	10,000
Business buildings, shops, &c	46,000
Factories	6,500
Municipal buildings	7,000
Hotel	4,000
Residences, dwellings	148,700
Repairs	25,000
Total in city limits	$647,200
Closely adjacent	25,000
Total	$672,200

Toronto.—The following is a copy of the official classified list of buildings erected in Toronto in 1910:

The total value of buildings for the year 1909 was $18,139,247.

The number of buildings for 1909 was 7,184.

The item "Stores and Offices" includes also the Bank buildings erected during the year. The reason given for this is that the Bank buildings are in most cases the large office buildings now being erected, and are occupied by many tenants beside the banks.

LIST OF BUILDINGS ERECTED IN TORONTO, 1910.

Permits.	Buildings.	Value.
3,535	Brick dwellings	$ 9,907,377.00
217	Brick dwellings.....Alt. & Add	370,480.00
237	Roughcast dwellings	190,840.00
295	Roughcast dwellings.....Alt. & Add	61,105.00
600	Roughcast dwellings.....Brick fronts	866,950.00
236	Roughcast dwellings.....Alt. & Add	58,900.00
383	Frame dwellings	280,675.00
256	Frame dwellings.....Alt. & Add	53,485.00
118	Brick veneer dwellings	163,295.00
337	Stores and Offices (Including banks)	1,879,415.00
355	Stores and Offices.....Alt. & Add	431,660.00
582	Verandahs	69,007.00
67	Factories	1,171,450.00
100	Factories.....Alt. & Add	444,895.00
39	Storehouses	321,850.00
17	Storehouses.....Alt. & Add	35,235.00
44	Warehouses	689,595.00
26	Warehouses.....Alt. & Add	77,540.00
216	Garages	231,535.00
202	Stables	121,415.00
33	Workshops	30,110.00
308	Sheds	43,963.00
136	Signs	25,885.00
19	Theatres	60,200.00
3	Theatres.....Alt. & Add	2,900.00
1	Hotel	17,500.00
12	Hotel.....Alt. & Add	55,750.00
7	Hospitals	1,186,000.00
1	Hospitals.....Alt. & Add	8,000.00
11	Tanks	8,461.00
2	Grandstands	4,100.00
11	Greenhouses	14,040.00
2	Dry kilns	3,300.00
15	Churches	551,300.00
22	Churches.....Alt. & Add	181,180.00
1	Bowling alley	2,500.00
3	Rinks	15,300.00
12	Schools	644,590.00
14	Schools.....Alt. & Add	106,200.00
1	Convent	50,000.00
1	Lavatory	5,000.00
3	Assembly Halls	28,200.00
1	Club house	11,500.00
2	Club house.....Alt. & Add	40,600.00
1	College.....Alt. & Add	350,000.00
5	Fire Halls	52,900.00
3	Pumping Stations.....Alt. & Add	49,000.00
2	Police Stations	24,600.00
1	House of Industry.....Alt. & Add	13,000.00
1	Fire Alarm Telegraph Building	17,000.00
3	Hydro-Electric Sub-Stations	98,000.00
8,499	Total	$21,127,783.00

St. Catharines.—One hundred and thirty-nine permits for new buildings valued at $216,500 and 123 permits for repairs were issued in St. Catharines during 1910, making a total expenditure of $263,000, as against a total for 1909 of $238,250. Included in the return for 1910 were three new buildings, additions to factories costing $45,000, and 78 new residences, almost all of the better class. The rest were sheds, barns, garages and two business places.

Hamilton.—The report of the building and plumbing inspector of Hamilton for the year ending October 31, 1910, showed that 918 permits were issued with a total value of $2,546,280, being an increase of $998,755 over that of 1909. The classification of the buildings is as follows:

Class of Buildings.	No. of Permits.	Value.
Alterations to dwellings	110	48,935
Brick dwellings	592	1,083,110
Frame dwellings	350	304,750
Hospitals	3	29,000
Police stations	2	37,000
Hotels	5	9,600
Factories and additions to same	64	645,725
Churches and schools	14	87,465
Registry office	1	39,000
Grand stand	1	13,000
Cement buildings	10	12,250
Stores and office buildings	56	152,495
Stables and other buildings	41	25,750
Warehouses	10	58,200
Total	1,259	$2,546,280

The number and value of permits per month were as follows:—

Year.	Month.	No.	Value.
1909	November	60	165,850
1909	December	31	69,300
1910	January	8	19,000
1910	February	9	37,650
1910	March	103	289,390
1910	April	142	382,175
1910	May	90	202,625
1910	June	108	301,885
1910	July	95	268,500
1910	August	76	230,100
1910	September	93	266,475
1910	October	103	318,330
	Total	918	$2,546,280

NUMBER OF NEW BUILDINGS PER WARD FOR YEAR ENDING OCTOBER 31, 1910.

	No.	Value.
Ward 1	202	330,900
" 2	33	122,750
" 3	101	219,500
" 4	91	152,800
" 5	63	110,045
" 6	65	136,685
" 7	547	1,123,780
Total	1,102	$2,196,460

NUMBER OF ADDITIONS TO BUILDINGS PER WARD.

	No.	Value.
Ward 1	15	10,860
" 2	11	14,050
" 3	11	5,700
" 4	14	7,195
" 5	24	36,515
" 6	24	44,550
" 7	58	230,950
Total	157	$349,460

The following is a detailed statement of factory buildings and additions constructed in Hamilton during the calendar year 1910 together with the value of same:

Buildings.	Value.
Brown, Boggs & Company	$ 5,000
E. Matthews	600
International Harvester Company	7,500
Gurney Tilden Company	300
International Harvester Company	15,000
D. Aitchison Company	700
Sawyer Massey Company	11,000
Laidlaw Bale Tie Company	200
E. T. Wright Company	11,000
Chipman Holton Company	8,000
Ludlam, Ainslie Company	1,500
Chadwick Brothers	600
City Corporation	8,500
Sanford Manufacturing Company	1,500
Otis-Fensom Elevator Company	4,000
Canada Preserving Company	1,200
Hamilton Cotton Mills	2,500
International Harvester Company	14,000
Canadian Westinghouse Company	35,000
Dominion Power & Transmission Company	200
Princess Underwear Limited	3,000
Linkert Brothers	200
International Harvester Company	45,000
International Harvester Company	65,000
Hamilton Rag & Metal Company	800
Laidlow Lithographing Company	4,100
Ontario Lamp & Lantern Company	2,500
Malcolm & Souter Furniture Company	1,500
Sawyer Massey Company, Limited	15,000
Wray & Nichols	8,000
International Harvester Company	6,000
Imperial Cocoa & Spice Company	700
Oliver Chilled Plow Works	65,000
Canadian Shovel & Tool Company	900
International Harvester Company	20,000
Oliver Chilled Plow Works	50,000
F. W. Bird & Son	1,500
J. R. Beckett	2,300
Canadian Westinghouse Company	22,000
Hamilton Bridge Works Company	10,000
Pure Milk Company	12,000
F. F. Dalley Company	20,000
Oliver Chilled Plow Works	45,000
Canadian Drawn Steel Company	300
Canadian Westinghouse Company	18,000
Canada Steel Goods Company	600
J. D. Patterson & Company	500
London Machine Tool Company	500
Otis-Fensom Elevator Company	300
Oliver Chilled Plow Works	30,000
Appleford Counter Check Book Company	10,000
B. Greening Wire Company, Limited	1,800
Oliver Chilled Plow Works	20,000
L. O. Buist	1,500
Gurney Tilden Company, Limited	1,500
Gurney Scale Company	3,500
Canada Steel Goods Company	10,000
Coppley Noyes & Randall	4,000
International Harvester Company	60,000
Chipman Holton Company	5,700
Ludlam Ainslie Company	12,000
Wagstaffe Limited	25,000
Dominion Power & Transmission Company	8,000
Total	$ 742,000

PLUMBING.

Since May 1, 1910, the plumbing installed in 661 buildings, has been inspected, and as far as can be learned the plumbing by-law seems to be giving satisfaction.

NEW BUILDINGS IN PROSPECT, 1911.

The Oliver Chilled Plow Works Company which has erected three of its twelve factory buildings during 1910, will build the other nine during the present year. These, with their equipment, are estimated to cost a million and a half dollars.

The Hamilton Bridge Works Company has acquired ten acres in the eastern district and will instal a plant thereon as an auxiliary to its present works.

The Diamond Flint Glass Company will build a modern factory in the eastern district for the manufacture of bottles, jars and canners' packages by automatic machinery.

The National Fireproofing Company will build its works on the north shore of Hamilton Bay, about three miles from the city. These works will be very extensive, and the only works of its kind in Canada.

The Imperial Bank will erect a $75,000 building.

The prospects are that a large amount of dwelling construction will be under way during the year. Much of this now being prepared by city architects is for dwellings of the better sort, ranging in value from $2,500 up to $5,000.

In addition to the above a contract for the building of a new office for the International Harvester Company was let on January 20, 1911, to George E. Mills, and this concludes the building program that was started by the Company last June. The new office building will cost $40,000 and will be 100 x 40 with a basement and two storys. The new office will be the last word in the way of office building construction, and will be a handsome addition to the great plant.

The program that was announced last June by the Company called for the erection of a series of buildings at a cost of nearly half a million dollars, and these are all completed with the exception of the new office. The Company through the erection of this series of buildings has added eight and one-third acres of floor space to the plant.

Brantford.—The value of new buildings erected in 1910 was $405,930, and of repairs carried out $275,100, making a total of $681,030. The number of permits issued for new buildings was 268 and for repairs 100. There were expended on new factories and factory extensions the sum of $248,450; on extensions to schools, $55,100; on new stores, $28,300; on alterations and additions to hotels, $17,100; on additions to churches, $10,000; on alterations to banks, $8,000. For new residences 210 permits were granted, a large quantity being for workingmen's houses averaging about $1,500 in value each. Prospects for 1911 are bright. In 1909, the aggregate for building operations was $439,335.

Guelph.—Fifty-five permits for new buildings, valued at $123,800 and three permits for repairs to cost $10,900, making a total aggregate of $143,900, were issued in 1910, compared with an aggregate for 1909 of $127,625. There were four factory extensions and a new factory built in 1910. The outlook for 1911 is very promising in every respect.

Berlin.—One hundred and thirty-eight permits for new buildings and repairs were issued of a total value of $349,906, compared with a value of $232,365 in 1909.

Waterloo.—Twenty-nine permits for new buildings and repairs amounting in value to $149,800 were issued in 1910, compared with an aggregate expenditure of $79,400 in 1909.

Galt.—Sixty-six permits valued at $150,000 were granted; in 1909 the expenditure on building operations was $172,500.

Preston.—In 1910, there were erected forty-six buildings valued at $155,000 and repairs valued at $5,000, or a total of $160,000 compared with a total expenditure of $85,950 in the previous year.

Elmira.—One new factory was erected and an addition made to another, and twelve new dwelling houses, totalling the sum of $69,900, as against a total of $33,200 in 1909.

Hespeler.—Seven new houses were built and expensive additions to three factories made, costing in all the sum of $88,300. No estimate of expenditure for building in 1909 was received.

The total sums expended in Berlin and district in building operations, during 1910, were as follows:—

Locality.	Aggregate Amount.
Berlin	$349,906
Waterloo	149,800
Preston	160,000
Galt	150,000
Hespeler	88,200
Elmira	69,900
	$967,806

Woodstock.—The building operations of the year were made up to $130,500 for new buildings and $23,200 for repairs, or a total of $153,700, compared wiht a total expenditure in 1909 of $165,300. The buildings were classified as follows:—

Two new schools	$ 44,000
Hydro-Electric transforming station	25,000
Three new factories (two not yet completed)	41,500
Private residences	20,000
Additions and repairs	23,200
Total	$153,700

There is no system of issuing building permits.

Stratford.—Sixty-three permits for new buildings, valued at $159,993 and ninety-six permits for repairs amounting to $27,101, or a total of $187,094, were issued in 1910, as against an aggregate total of $158,964 in 1909.

London.—In 1910, there were 882 permits covering an expenditure of $805,074, compared with an aggregate value of $850,134 in 1909.

St. Thomas.—One hundred and eight permits for new buildings to the value of $195,000 and sixteen permits for repairs valued at $7,000, making a total expenditure on building operations of $202,000, compared with a total of $261,600 in the year 1909.

Chatham.—Forty permits for new buildings, valued at $56,787 and nine permits for repairs amounting to $5,062, forming a total of $61,849, were issued in 1910, as against a total expenditure of $110,610 in the previous year. Among the classes of buildings erected were Malleable Manufacturing Company, $4,700; garage, $1,500; church, $4,000; Fruit Growers' Building, $5,000; one block of stores and hall, $12,000.

Windsor.—In 1910 there were issued in Windsor 237 permits for new buildings, and repairs aggregating $392,040 in value compared with a total in 1909 of $431,060.

The total sums expended in Windsor and district in building operations during 1910, were as follows:—

Windsor	$392,040
Michigan Central Station outside of city limits	70,000
Walkerville	250,000
Sandwich	150,000
Total for district	$862,040

Sault Ste. Marie.—Building operations valued at $386,000 were carried on in 1910, compared with an aggregate total of $48,000 in 1909.

Port Arthur.—The total building operations at Port Arthur for 1910 amounted to $1,062,616, as against an expenditure of $500,000 in 1909. The total expenditure in Port Arthur in 1910 for streets, paving, sewers and water works aggregated over $1,000,000.

Fort William.—There was a total expenditure of $2,381,125 on building during 1910, compared with a total of $2,970,365 in 1909.

Manitoba.

Winnipeg.—Building operations in Winnipeg during 1910 were on a very extensive scale as may be judged by the fact that 3,049 permits for new buildings valued at $14,569,500 and 890 permits for repairs amounting to $546,950, making a total expenditure of $15,116,450 were issued, as against a total expenditure in 1909 of $9,226,325, or an increase of nearly sixty-four per cent.

Brandon.—One hundred and forty-three permits for new buildings valued at $1,195,221, and ten permits for repairs approximating $29,164, or a total amount of $1,224,385, were issued in 1910, as against a total expenditure in building of $350,120 in 1909, an increase of 249.7 per cent.

Saskatchewan.

Regina.—Five hundred and seventy-three permits for new buildings, valued at $2,351,288 and 122 permits for repairs amounting to $65,000, or a total of

$2,416,288, were issued in 1910, compared with a total expenditure on building operations of $744,479 in 1909, an increase of 215.83 per cent. The class of buildings are as follows:—

47 business blocks and offices	$ 533,725
29 warehouses and factories	441,080
Public buildings (such as hospitals, market buildings, &c)	302,150
368 dwellings	1,270,455
122 removal of shacks, stables, &c	65,000

The prospects for the present year are very bright; it is anticipated by authoritative circles that the permits for 1911 will exceed $5,000,000.

Moose Jaw. — Building operations amounting to $1,116,690 were carried on in 1910, as against the sum of $1,007,500 in 1909. Municipal improvements during 1910, totalled $940,000 and Canadian Pacific Railway improvements, $300,000 making a grand total for the year of $2,326,690.

Saskatoon.—Four hundred and thirty-three permits for new buildings and repairs and alterations, valued at $2,817,771 were issued at Saskatoon. The aggregate amount for 1909 was $947,905, and for 1908, $115,625.

Prince Albert.—During 1910, building operations at Prince Albert totalled $662,475, compared with $141,810 in 1909, or an increase of 367.15 per cent.

Alberta.

Edmonton.—The sum of $2,161,356 was spent on building operations in 1910, compared with the sum of $2,128,161 in 1909.

Calgary.—Permits to the number of 1,499 for new buildings, &c., representing a total value of $5,589,594 were issued in 1910. The total value for the year previous was $2,420,450, showing an increase of 130.93 per cent. in the past year.

Medicine Hat.—The record for 1910 was 151 permits for buildings, valued at $427,140. The aggregate value in 1909 was $228,168.

The following table shows the extent of building operations of several localities in the Edmonton district:—

Locality.	1910		1909	
	No.	Value.	No.	Value.
Innisfail	....	$5,500	....	$20,000
Red Deer	35	77,770	....	50,000
Fort Saskatchewan	....	40,335	....	36,300
Strathcona	112	372,470	....	573,000
Daysland	....	8,500	....	75,300

Lethbridge.—Building operations in Lethbridge amounted to $1,211,310 in 1910 compared with a total of $1,268,215 in 1909,. In Lethbridge district the Town of Fort Macleod expended in building during 1910 the sum of $227,460 and Taber the sum of $100,000. These last two municipalities did not appear in the operations of 1909.

The City of Lethbridge purposes to make a outlay of some $600,000 during the year 1911. There is an agricultural Fair ground to lay out, contract for exhibition building let for $35,100; with some $70,000 to be spent on improvements.

The following is some of the estimates:

Street grading	$40,000
Sewer main extension	53,000
Cement sidewalks	42,000
Plank sidewalks	6,500
Water main extension	55,000
Total	$196,50

A gravity system of water supply under consideration and the cost o survey is, no doubt, included in propose outlay.

The assessment of the City has increased by nearly $2,000,000 for 1911.

The School Board Trustees have a proposition for a new Manual Training School house, costing $35,000. In regard to private buildings: the Dominion Building is going to be completed with a three storey addition. A four-storey building for a harness factory is spoken of. A public library is likely to be built, to cost $40,000.

Never in the history have the prospects been brighter than for 1911. A large sash and door factory of which the foundations were put in last fall will be completed. At the Lethbridge Collieries twelve double workmen's houses were

built in 1910, and a large tipple is now being built. At Diamond City ten double miners' houses were built (brick). Improved power house, and tipple to discharge coal into cars.

British Columbia.

Fernie.—The sum of $325,000 was spent on building operations during 1910, compared with the sum of $1,374,700 in 1909. The large decrease for 1910 is accounted for owing to the year 1909 being exceptionally active following the great fire of 1908.

Nelson.—Sixty permits covering an expenditure of $168,930 for building operations was the record for 1910, in addition to which the sum of $275,000 was expended on building in the vicinity of Nelson. In 1909, the aggregate value of buildings in Nelson was $175,000.

Vancouver.—Two thousand, two hundred and fifty building permits valued at $13,150,365 were issued in 1910. In 1909, the grand aggregate was $7,258,565, thus showing an increase for 1910 of 81.17 per cent. and placing Vancouver fourth among the cities of the Dominion for building activity.

Victoria and district.—The monthly figures for the year compared with those for the two preceding years are given below:

Month.	1910	1909	1908
January	$ 128,985	$ 78,080	$ 54,725
February	151,760	122,680	72,325
March	244,760	121,640	110,800
April	192,440	188,060	129,625
May	257,290	188,620	79,295
June	302,600	90,120	74,010
July	222,290	372,120	106,070
August	212,814	141,040	132,770
September	199,686	140,935	53,630
October	124,375	104,840	99,755
November	104,295	53,585	104,710
December	131,750	71,700	113,025
Total	2,373,045	1,673,420	1,130,740

General repairs estimated at $100,000 will bring the year's total to $2,373,045. With 125,000 for Oak Bay and $150,000 for the adjacent portions of Saanich and Esquimalt the grand total for Greater Victoria reached the handsome figure of $2,646,095.

The record for the past ten years, the number of permits issued and the value of the buildings erected, was as follows:

Year.	Permits.	Value.
1910	744	$2,373,045
1909	573	1,773,420
1908	568	1,314,740
1907	349	1,490,250
1906	140	699,300
1905	135	554,250
1904	146	607,154
1903	86	337,940
1902	91	370,300
1901	90	375,500
1900	69	363,580

Nanaimo.—Forty permits for new buildings, valued at $90,234 and for repairs amounting to $15,000, or a total of $105,234, were granted in 1910. No estimate was furnished for 1909.

Prince Rupert.—Building operations totalling $610,590 were carried on during 1910.

LABOUR ORGANIZATION IN CANADA, 1911.—NUMBER OF ORGANIZATIONS BY TRADES AND PROVINCES.

THE Department presents as an appendix to the present issue of the *Labour Gazette* the opening instalment of a directory of labour organizations in Canada, publication of which, it is expected, will be concluded in the present volume of the Gazette, ending with the June issue.

This directory contains a complete list of the labour organizations existing throughout Canada, as based on information in the possession of the Department of Labour, on March 31, 1910, The locality and name of each organization is given, together with the name of the secretary in each case.

The chief sources from which the information set forth in the directory was

derived were: the correspondents of the Department resident in the several cities of the Dominion, the public press of Canada, and the official trade journals issued by several of the international organizations, verification of details after the existence of the several organizations had become known to the Department having been obtained by correspondence direct with the officers of the organizations or with others in a position to supply authentic information.

Analysis of Returns.

In connection with the publication of the directory, it was thought by the Department that an analysis of the information which it contains would be of value as throwing additional light upon tendencies of labour organization in Canada at the present time. Such features as the relative extent of organization in the several trades, the distributions of organizations among different provinces and the more important cities of the Dominion, and the extent to which trade unions are affiliated with national and international central bodies, are of great interest and significance, but are not shown in aggregate statistical form in the directory as published. In the following article a statistical review is presented with the object of furnishing information in readily accessible form on these and other points of interest, including statements as to the number of congresses and national associations in Canada, with their respective affiliations; the number of trades and labour councils and federations of trade unions, according to provinces; the total number of trade unions chartered by national and international organizations; and a complete list of the various central international organizations having branches in Canada, the number of the latter being shown according to provinces and groups of trades affected.

Aggregate Returns.

The directory contains a total number of 1,859 labour organizations of all kinds, of which ten are congresses or national associations issuing charters, fifty are trades and labour councils, forty-eight are federations of trade unions, and 1,752 are trade unions or other local associations of employés.

Congresses and National Associations.

Broadly speaking, the labour organizations of Canada may be divided into: first, those which are affiliated with organizations of international scope; and, second those which are Canadian in their affiliations. A third group are entirely local.

Corresponding to the two main divisions above are two congresses of directly affiliated trade unions in Canada, namely, the Trades and Labour Congress of Canada and the Canadian Federation of Labour, the former of which has some 450 branches, all being either trades and labour councils, federations of allied trades, branches of international unions, or federal labour unions.

Next in order may be considered certain national associations of trade unions within Canada. These are, the Provincial Workmen's Association with twenty-one branches; the Federation of Textile Workers of Canada with twelve branches; la Fraternité Canadienne de Cordonniers with five branches, and the Canadian Granite Cutters with four branches. All of these are affiliated with but are not under charter from the Canadian Federation of Labour. The National Association of Marine Engineers, which has nine branches, and the Federated Association of Letter Carriers which has thirteen branches, though entirely Canadian in scope, are affiliated with the Trades and Labour Congress of Canada, which, though in general composed of international organizations admits these on the ground that international affiliation in these crafts is not feasible.

A national association unaffiliated with either congress is the Canadian Association of Masters and Mates, with four branches.

The Fishermen's Union of Nova Scotia has an affiliation of twenty-four local organizations or stations, and is unattached to any other organization.

Trades and Labour Councils.

The extent to which trades and labour councils, consisting in each case of representatives from organizations of different classes in the same locality, are in existence in the several provinces of the Dominion is shown in the following table:

TABLE SHOWING NUMBER OF TRADES AND LABOUR COUNCILS IN CANADA BY PROVINCES, 1910.

Province.	Number.
Nova Scotia	2
Prince Edward Island	1
New Brunswick	2
Quebec	6
Ontario	22
Manitoba	3
Alberta	4
Saskatchewan	3
British Columbia	7
Total	50

It will be seen that of a total of fifty trades and labour councils, twenty-two are in the Province of Ontario, seven in British Columbia, six in Quebec, four in Alberta, and three each in Manitoba and Saskatchewan.

Thirty-nine of the trades and labour councils are affiliated with the Trades and Labour Congress of Canada, and two with the Canadian Federation of Labour. The others are without charter.

Included in the thirty-nine holding charters from the Trades and Labour Congress are ten which also hold charters from the American Federation of Labour.

Federations of Trade Unions.

There were in March 1911 some forty-eight federations of trades unions of similar classes, of which twenty-three were made up of employés in the building trades, eight were federations of the metal trades, five of the printing and allied trades, three of clothing trades, two each of employés in the mining industry, among commercial telegraphers and in the railway service, and one each of employés in the fishing industry, in the wood-working trades, in the general transport trades, among barbers and among public employés. Twenty of these federations are in Ontario, seven in British Columbia, six in Quebec, three each in Manitoba and Alberta, two in Nova Scotia, and one each in New Brunswick and in Saskatchewan. Five are Dominion in character.

Trade Unions.

According to the information contained in the directory there are at present 1,752 trade unions or local organizations of employés in Canada. Of these 1,520 are affiliated with international organizations, and 232 are outside of such affiliation, being either connected with one or other of the Canadian central bodies above mentioned or being entirey local in character. The distribution of these by Provinces is as follows:—

Name of Province.	International Organizations.	Canadian or Local organizations.	Total
Nova Scotia	92	54	146
Prince Edw. Island	4	5	9
New Brunswick	64	15	79
Quebec	190	86	276
Ontario	654	50	704
Manitoba	103	1	104
Saskatchewan	74	..	74
Alberta	127	6	133
British Columbia	210	15	225
Yukon Territory	2	..	2
Total	1,520	232	1,752

Of 147 organizations in existence in Nova Scotia, twenty-eight are in Halifax and twelve in Sydney. In Prince Edward Island, seven out of a total of nine unions are in Charlottetown. St. John, N.B. has twenty-four, and Monction eighteen, of a total of seventy-nine organizations in New Brunswick. In Quebec Province, out of a total of 276 organizations, 117 are in Montreal and fifty in the City of Quebec. Ontario has a total of 704, of which 113 are in Toronto, fifty in Ottawa, forty-eight in Hamilton, and thirty-nine in London. Winnipeg contains sixty-nine of the 104 unions of Manitoba. In Saskatchewan, of a total of seventy-four unions, nineteen are in Saskatoon, sixteen in Moose Jaw, and fourteen in Regina. Of the 133 unions in Alberta, thirty-nine are in

Calgary, twenty-nine in Lethbridge, and twenty-one in Edmonton. In British Columbia there are 225 labour organizations, of which seventy-two are in Vancouver and thirty-six at Victoria. There are two organizations in the Yukon Territory, both in Dawson City.

Of the 1,752 local trade unions included in the directory, 1,520 above as stated are affiliated with central organizations of an international character.

In the following table a list is given of the various international organizations having branches in Canada, arranged according to industries and groups of trades, and showing the number of unions charered by each central organization in the several provinces of the Dominion:—

TABLE SHOWING BY PROVINCES AND GROUPS OF TRADES LABOUR ORGANIZATIONS IN CANADA AFFILIATED WITH INTERNATIONAL ORGANIZATIONS, 1910.

The Mining Industry.

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
United Mine Workers of America	21	.....	.....	.....	.....	.....	.....	17	5	.....	43
Western Federation of Miners	.....	.....	.....	.....	5	.....	.....	1	17	.....	23
Quarry Workers' International Union of America	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
Limeburners and Quarrymen's Union	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Asbestos Workers' National Asso.	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Total	21	.....	1	.....	6	.....	.....	18	24	.....	70

The Building Trades.

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Bricklayers and Masons' International Union	11	.....	1	4	32	1	4	5	4	.....	61
Amalgamated Society of Carpenters and Joiners	.....	.....	.....	1	14	4	3	3	11	.....	36
United Brotherhood of Carpenters and Joiners	4	.....	4	18	22	4	6	7	10	.....	75
International Union of Wood, Wire and Metal Lathers	.....	.....	.....	1	3	1	.....	3	3	.....	11
Operative Plasterers' International Union	.....	.....	.....	1	6	1	2	3	3	.....	16
Plasterers' Labourers' International Union	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Brotherhood of Painters, Decorators and Paperhangers of Amer.	2	.....	1	3	13	1	2	3	2	.....	27
United Association of Plumbers, Steamfitters and Steamfitters' Helpers	1	.....	1	2	14	3	3	3	3	.....	30
Journeymen Stonecutters' Association of North America	.....	.....	.....	4	13	2	1	6	4	.....	30
Granite Cutters' International Association	.....	.....	.....	3	2	.....	.....	.....	1	.....	6
International Association of Marble Workers	.....	.....	.....	1	1	1	.....	.....	2	.....	5
International Brick, Tile and Terra Cotta Workers' Alliance	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
International Ceramic, Mosaic and Encaustic Tile Layers	.....	.....	.....	1	1	.....	.....	.....	1	.....	3
International Hod Carriers and Builders' Labourers' Union	1	.....	.....	3	9	1	.....	3	1	.....	18
International Union of Elevator Constructors	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
International Paving Cutters' Union	.....	.....	.....	2	1	.....	.....	.....	.....	.....	3
International Slate and Tile Workers' Union	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Total	19	.....	7	44	136	19	21	36	46	.....	329

The Lumbering Industry.

Unions.	N.S.	P. E. I	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y. T.	Total
The Shingle Sawyers and Bunchers Union (A. F. of L.)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Total	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1

The Metal, Engineering and Shipbuilding Trades.

Unions.	N.S.	P.E.I.	N.B	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Iron Moulders' Union of North America	3	.....	2	1	22	1	.....	1	2	.....	32
International Association of Machinists	1	.....	3	8	20	6	1	4	5	.....	48
International Brotherhood of Blacksmiths	1	.....	2	3	3	2	.....	.....	3	.....	14
Brotherhood of Boilermakers and Iron Ship Builders	1	.....	3	4	9	5	1	3	3	.....	29
International Association of Bridge and Structural Iron Workers	.....	.....	.....	1	4	1	.....	1	1	.....	8
International Association of Horseshoers of the United States and Canada	.....	.....	.....	1	2	.....	.....	1	1	.....	5
Amalgamated Sheet Metal Workers International Alliance	.....	.....	.....	2	6	1	.....	2	1	.....	12
Jewelery Workers' Union of America	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Metal Polishers, Buffers, Platers and Brass Workers' Union of North America	.....	.....	.....	1	7	.....	.....	.....	.....	.....	8
International Brotherhood of Electrical Workers of America	1	.....	1	1	7	2	3	3	8	.....	26
Stovemounters' International Union	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	3
Sawsmiths' National Union	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	3
Brass Moulders' Union (I.M.U.)	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Amalgamated Society of Engineers	.....	.....	.....	2	8	.....	.....	1	1	.....	12
International Union of Steam Engineers	.....	.....	.....	1	13	1	1	.....	4	1	21
International Brotherhood of Stationary Firemen	.....	.....	1	.....	.....	.....	.....	.....	1	.....	2
International Union of Shipwrights Joiners and Caulkers	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Machinists' Helpers' Union (A.F. of L.)	.....	.....	1	1	5	.....	1	1	.....	.....	8
Total	7	.....	13	26	115	19	7	17	30	1	235

The Printing and Allied Trades.

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
International Typographical Union	3	.....	3	4	18	2	3	4	10	.....	47
International Printing Pressmen and Assistant's Union	1	.....	1	3	9	1	1	1	2	.....	19
International Stereotypers and Electrotypers' Union	.....	.....	.....	1	2	1	.....	.....	1	.....	5
International Photo Engravers' Union of America	.....	.....	.....	1	2	1	.....	.....	.....	.....	4
International Steel and Copper Plate Printers' Union	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Lithographers' International Association	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
International Brotherhood of Bookbinders	.....	.....	.....	2	2	1	.....	1	2	.....	8
Mailers' Union	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Total	4	.....	4	11	36	6	4	6	15	.....	86

The Woodworking and Furnishing Trades.

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Woodworkers' International Union of America				1	6				1		7
Carriage and Wagon Makers' International Union					1						1
Pattern Makers' League of North America				1	6	1			1		9
Picture Frame Workers' Union					1						1
Upholsterers' International Union of North America					3						3
Piano, Organ and Musical Instrument Workers' International Union					4						4
Operators, Machine, Woodworkers' Union				1							1
International Woodcarvers' Union				1							1
Total				4	21	1			2		28

The Clothing Trades.

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Journeymen Tailors' Union of America	3			2	26	1	1	1	4		38
United Garment Workers of America					8		2		2		12
International Boot and Shoe Workers' Union			1	4	10						15
International Fur Workers' Union				1	1						2
Brussels Carpet Weavers' Union					2						2
Tapestry Workers' Union					1						1
Moccasin Workers' Union			1								1
International Glove Workers Union					2						2
Mulespinners' Union				1							1
United Textile Workers of America				1	2						3
Total	3		2	9	52	1	3	1	6		77

The Food and Tobacco Preparation Trades.

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Journeymen Bakers and Confectioners' International Union				2	2			1	2		7
Amalgamated Meat Cutters and Butchers' Workers of N. Amer.	1										1
International Union of United Brewery Workers					9			2	3		14
Cigarmakers' International Union of America			1	3	10	2	1	1	4		22
Tobacco Workers' International Union		1			3						4
Cigar Factory Tobacco Strippers' Union					1						1
International Union of Flour and Cereal Mill Employés								1			1
Total	1	1	1	5	25	2	1	5	9		50

The Leather Trades.

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Travellers' Goods and Novelty Leather Workers' Union of America	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
United Brotherhood of Leather Workers on Horse Goods	.....	.....	.....	1	2	.....	.....	1	1	.....	5
Total	.....	.....	.....	1	3	.....	.....	1	1	.....	6

Miscellaneous Trades.

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Journeymen Barbers' International Union	1	.....	.....	2	16	1	3	3	5	.....	31
International Broommakers' Union	.....	.....	.....	1	2	.....	.....	.....	.....	.....	2
United Brotherhood of Paper-makers of America	.....	.....	.....	2	1	.....	.....	.....	.....	.....	3
Laundry Workers' International Union	.....	.....	.....	1	.....	.....	.....	1	.....	.....	2
Amalgamated Glass Workers' International Association	.....	.....	.....	1	1	1	.....	.....	1	.....	4
Glass Bottle Blowers' Association of United States and Canada	.....	.....	.....	1	2	1	.....	.....	.....	.....	4
Amalgamated International Association of Flint Glass Workers	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Hotel and Restaurant Employés International Alliance and Bartenders' International Union	.....	.....	.....	.....	9	.....	.....	3	10	.....	22
Retail Clerks' International Protective Association	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
American Federation of Musicians	.....	.....	.....	1	12	1	2	3	3	.....	22
Theatrical Stage Employés International Alliance	.....	.....	.....	1	4	1	.....	2	2	.....	10
Moving Picture Machine Operators' Union	.....	.....	.....	.....	1	.....	.....	.....	1	.....	2
International Alliance of Bill Posters	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
American Cement Workers' Union	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Brotherhood of Operative Potters	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Total	1	.....	.....	12	51	5	5	13	23	.....	109

The Railway Service.

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Order of Railway Conductors	2	.....	2	5	23	3	3	3	4	.....	45
Brotherhood of Locomotive Engineers	5	.....	4	12	33	5	4	5	4	.....	71
Brotherhood of Locomotive Firemen and Enginemen	7	.....	5	11	30	7	5	3	5	.....	73
Brotherhood of Railway Trainmen	6	.....	5	9	34	4	4	4	6	.....	72
Brotherhood of Railway Freight and Baggagemen	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Switchmen's Union	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Order of Railway Telegraphers	4	1	2	5	3	2	.....	.....	.....	.....	17
Interior Freight Handlers' and Railway Clerks	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
International Brotherhood of Maintenance-of-Way Employés	6	2	11	17	35	18	13	6	11	.....	119
Brotherhood of Railway Carmen	3	.....	3	9	12	4	2	6	6	.....	45
Total	34	3	33	68	171	43	31	28	36	.....	447

General Transport.

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Amalgamated Association Street and Electric Railway Employés	2	.....	.....	.....	4	1	.....	.....	3	.....	10
Marine Firemen (K. of L.)	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
International Brotherhood Steam Shovel and Dredgemen	.....	.....	.....	2	2	1	.....	.....	.....	.....	5
Ship Liner's Union	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
International Longshoremen's Union	.....	.....	.....	.....	10	.....	.....	.....	2	.....	12
Coal Handlers' Union	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Grain Elevator Employés	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
International Brotherhood of Teamsters, Chauffeurs, Stablemen and Helpers of North America	.....	.....	.....	.....	6	.....	.....	1	5	.....	12
Total	2	.....	.....	4	25	2	.....	1	10	.....	44

Navigation.

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Master and Mates' Union (A.F.ofL)	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Seamen's Union	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Sailors' Union of Pacific	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Total	.....	.....	.....	.....	2	.....	.....	.....	1	.....	3

General.

Unions.	N.S.	P.E.I.	N.B.	Que.	Ont.	Man.	Sask.	Alta.	B.C.	Y.T.	Total
Knights of Labour	.....	.....	.....	5	.....	.....	.....	.....	.....	.....	5
Federal Labour Unions	.....	.....	2	1	11	5	2	1	4	1	27
Industrial Workers of the World	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	3
Total	.....	.....	2	6	11	5	2	1	7	1	35

It will be seen that the largest number of international labour organizations existing in any one group of trades in Canada is in the railway service, in which there are 447. In the building trades the number is 328; in the metal, engineering and shipbuilding trades, 235; in the trades classified under the heading "miscellaneous," 109; in the printing and allied trades, 86; in the clothing trades, 77; in the mining industry, 70; in the food and tobacco preparation trades; 50; in general transport trades, 44; in general labour, 35, and in the woodworking trades 28.

The international organizations having over twenty-five chartered branches in Canada are as follows:—

Name of Union.	Number.
Brotherhood of Maintenance-of-Way Employés	119
United Brotherhood of Carpenters and Joiners	75
Brotherhood of Locomotive Firemen and Enginemen	73
Brotherhood of Railway Trainmen	72
Brotherhood of Locomotive Engineers	71
Bricklayers and Masons' Inter. Union	61
International Brotherhood of Machinists	48
International Typographical Union	47
Order of Railway Conductors	45
Brotherhood of Railway Carmen	45
United Mineworkers of America	43
Journeymen Tailors of America	38
Amalgamated Society of Carpenters and Joiners	36
Iron Moulders' Union of North America	32
Journeymen Barbers' Union	31
United Association of Plumbers and Steamfitters	30
Journeymen Stonecutters' Association	30
Brotherhood of Boilermakers and Iron Ship-builders	29
Brotherhood of Painters, Decorators and Paperhangers of America	27
International Brotherhood of Electrical Workers of America	26

THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF MARCH, 1911.

DURING the month of March one application for the establishment of a Board of Conciliation and Investigation was received, as follows:—

On behalf of the commercial telegraphers employed by the Great North Western Telegraph Company of Canada, the dispute affecting, it was stated, 200 employés directly and 1,000 indirectly.

Report Received.

During the month of March reports were received in the case of three disputes, as follows:—

1. In the dispute between the Canadian Pacific Railway Company and its maintenance-of-way employés. In this case a minority report was also received, bearing the signature of Mr. F. H. McGuigan.

2. In the dispute between the Canadian Northern Railway Company and its maintenance-of-way employés. In this case a minority report was also received, bearing the signature of Mr. F. H. McGuigan.

3. In the dispute between the North Atlantic Collieries Company, Limited, of Port Morien, N.S., and its employés.

Other Proceedings Under the Act.

In the application of the commercial telegraphers employed by the Great North Western Telegraph Company of Canada for the establishment of a Board of Conciliation and Investigation it was stated that the dispute related to the alleged dismissal of a number of employés, members of the Commercial Telegraphers' Union of America, also to rates of pay and conditions of employment. The number of employés concerned in this dispute was given as 200 directly and 1,100 indirectly.

A Board of Conciliation and Investigation was established by the Minister of Labour on March 20, 1911, and was constituted as follows: Mr. Frederick H. Markey, K.C., of Montreal, Que., member appointed on the recommendation of the Company; Mr. D. Campbell, of Toronto, Ont., member appointed on the recommendation of the employés

concerned; and the Honourable Mr. Justice Teetzel, of Toronto, Ont., Chairman, appointed by the Minister on the recommendation of the foregoing members of the Board. The Department was informed that the Board would meet on April 5.

Dispute at Wettlauffer Lorrain Silver Mines.

The following letter has been received in the Department from Mr. John Seward, Manager of the Wettlaufer Lorrain Silver Mines, Limited, with respect to the report of the Board of Conciliation and Investigation which inquired into certain matters in dispute between the above mentioned Company and its employés. The report of the Board in this matter was published in the March number of the *Labour Gazette*.[1]

Kerr Lake Mining Company, Limited.

Cobalt, Ont., March 31, 1911.

F. A. Acland, Esq.,
Deputy-Minister of Labour,
Ottawa, Ont.

Dear Sir,—

Replying to your letter of the twenty-seventh instant, in reference to Wettlaufer labour dispute. The Wettlaufer Lorrain Silver Mines, Limited, are satisfied with the recommendations of the Board of Conciliation, that the wage scale at the property continue the same as it was before the proposed cut. The Wettlaufer Company are not satisfied, however, with the way a certain part of the report of the Board of Conciliation is worded, namely the bottom of page 1 and the top of page 2, reading: "and submitted evidence which showed that the net result to the employés would be to their advantage, and a net loss to the Company, although the Company alleged that the change from the present scale of wages to the one proposed by them was done to operate the mine on more economic lines. Upon analysing the losses and gains both ways, it was learned that the Company would be the losers by the proposed change."

The Wettlaufer Company feel that this part of the report is most unfair to them and object to its publication. If the Board of Conciliation had followed up their questioning along these lines it would have developed that the condition they found of present loss to the Company would be only temporary, owing to the fact that most of the underground work is done by contract at present, and that as soon as mining were done by day's pay the Company would gain materially by the proposed reduction in wage scale. To make this clear the Company proposed a reduction of 15 cents per day per man, and a corresponding reduction in the boarding house rate of 5 cents per day per man. The result would be a net gain to the Company of 10 cents per day per man on most of the men employed. However, owing to the fact that at the moment most of the underground work is done by contract, few men were affected by the cut in wages, while most of them benefitted by the reduction in the boarding house rate.

The Board of Conciliation made their deductions on the present temporary condition *re* boarding house and contract work, and thereby place the Wettlaufer in an entirely wrong light in the matter. If the Board will amend their report according to these corrections the Wettlaufer Company would be glad to accept it in its entirety, and as satisfactory in every way.

Respectfully yours,

(*Signed*) John Seward,
Manager,
Wettlaufer Lorrain Silver Mines, Limited.

[1] See March, 1911, *Labour Gazette*, pages 982, 986.

I. REPORT OF BOARD IN DISPUTE BETWEEN THE CANADIAN PACIFIC RAILWAY COMPANY AND ITS MAINTENANCE-OF-WAY EMPLOYES.

THE Minister of Labour received, on March 1, the report of the Board of Conciliation and Investigation to which had been referred for adjustment certain matters in dispute between the Canadian Pacific Railway Company and its maintenance-of-way employés. A minority report was also received in this matter, on March 4, from the representative of the Company.

In the application for the establishment of this Board it was stated that the dispute in question related to a demand on the part of the employés concerned for an increase in the wage rates and a revision of the existing schedule of rules. The number of employés affected by the dispute was given as 4,000.

The Board which was appointed to investigate this dispute was composed as follows:—Messrs. F. H. McGuigan, of Toronto, Ont., and W. T. J. Lee, of Toronto, Ont., members appointed on the recommendation of the Company and of the employés respectively, and His Honour Judge D. McGibbon, of Brampton, Ont., Chairman, appointed by the Minister of Labour in the absence of any joint recommendation from the foregoing members of the Board. Sittings were held at Toronto, Winnipeg, and Montreal, continuing from September 24, 1910, until February 9, 1911.

The majority report was signed by the Chairman and Mr. W. T. J. Lee, representing the employés concerned. A schedule of rules and rates of pay was submitted which they believed would be fair as between the contending parties. This schedule was to take effect from December 1, 1910, and was not to be changed unless upon sixty days' notice by either party, to be given between May 1 and November 1 in any year.

The minority report bore the signature of Mr. F. H. McGuigan, the representative of the Company. A schedule of rules and rates of pay recommended by Mr. McGuigan was also attached. In his report Mr. McGuigan gave his reasons for not agreeing with the other members of the Board, and also endeavoured to show that the claims of the employés were unfounded. A comparative table was furnished, showing the average rates of pay on the railways of Canada and those of the United States while Mr. McGuigan maintained that the maintenance-of-way employés were better paid in Canada than in the United States.

On March 4, the Department was informed of the acceptance by the employés of the majority report, and in a communication from the Canadian Pacific Railway Company, under date of March 30, it was stated that "the majority report will be accepted by this Company in so far as it affects employés upon its lines in Canada."

Report of Board.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:

HON. W. L. MACKENZIE KING, C.M.G.,

Minister of Labour,
OTTAWA.

In the matter of a dispute between the Canadian Pacific Railway Company and its permanent Maintenance-of-Way employés.

The undersigned members, a majority of the Board of Conciliation appointed under the Act in this matter, have the honour to report as follows:—

The Board met at Toronto, on the 24th and 27th days of September, 1910, and adjourned its sittings to Winnipeg where it met on the 5th and 6th days of October, 1910, and at Toronto on the 22nd and 26th days of October, 1910, and on the 16th day of November, and at Montreal on the 4th, 5th, 6th, 7th and 8th days of December, 1910, and at Toronto on the 10th, 11th, 12th, 16th, 24th and 26th days of January and on the 1st, 8th and

9th days of February, 1911. The men were represented on the Board by Mr. A. B. Lowe of St. Louis; Mr. Henry Irwin, of Portage la Prairie, Mr. Wm. Dorey of Woodstock, N.B., Mr. A. E. Barker of Portage la Prairie and Mr. F. J. Fljozdal, Warroad, Minn., and the Company by Mr. James Leonard, Montreal; Mr. Gutelius, North Bay, and Messrs. Bury and Arundel of Winnipeg.

A great amount of the time of the Board was taken up in the hearing of the evidence tendered by the employés upon the conditions under which they were working, the costs of living, &c., and by the Company's representatives upon the rates of pay submitted by them in force upon other roads, especially upon roads in Western Canada contiguous to the Company's lines of Railway. After giving due consideration to all the evidence submitted by the parties to the dispute, the undersigned members of the Board would recommend to the Company and the employés the schedule of conditions and rates of pay hereunto annexed as written, believing that these conditions and rates of pay, if placed in operation by the Company and submitted to by the men would be fair as between the contending parties as a settlement of the dispute.

When additional positions of a like class are created by the Company, compensation is to be fixed in conformity with that of similar positions as shown in this schedule.

The undersigned members of the Board are of the opinion that notwithstanding that the application for a Board to you was made in or about the month of August last, that this schedule and conditions hereto annexed should commence and have effect as of the 1st day of December, 1910, and if accepted by the parties, should not be changed unless upon sixty days' notice by either party to be given between the 1st day of May and the 1st day of November in any year. These rules and conditions are not intended to take away any privileges that are now in effect with the employés.

We beg to thank the officers of the Company and the Representatives of the men for their courtesy and consideration during the sittings of the Board, all of which is respectfully submitted.

Dated at Toronto this 15th day of February, 1911.

(Sgd.) D. McGibbon,
Chairman.

(Sgd.) W. T. J. Lee,
For Employés.

SCHEDULE OF RULES AND RATES GOVERNING THE SERVICE OF MAINTENANCE-OF-WAY EMPLOYES ON THE CANADIAN PACIFIC RAILWAY.

Effective December 1, 1910.

Section 1. By permanent maintenance-of-way employés is meant men employed in the Track, Bridge and Building Department, signalmen (not telegraphers), pumpmen and pump repairers on such parts of the line as are open for traffic, and who have been in the maintenance-of-way service continuously for nine months or more or who have had nine months' cumulative service during the two years immediately preceding, these will hereafter be referred to as employés. Labourers in extra gangs, unless those practically engaged all the year round, will not be ranked as permanent employés.

Section 2. Ten hours shall constitute a day's work excepting for track and bridge watchmen, signalmen (except when employed as telegraph operators) pumpmen and pump repairers. When required to work in excess of these hours, time will be allowed for such excess at the rate of time and one-half. Time and a half will be allowed for Sundays, Christmas and New Year's Day. Employés called for or kept on duty after having been relieved at six p.m., on regular working days shall receive a minimum of four hours, and shall not be required to suspend work in schedule working hours to equalize overtime.

(*a*) Twelve hours will constitute a day's work for bridge and track watchmen, signalmen, pumpmen and pump repairers. When required to work more than twelve hours straight time will be allowed.

(*b*) In emergencies employés will not be required to work more than twenty-four hours continuously without a rest of eight hours.

(*c*) Employés detained or travelling on orders of the Company after regular working hours will be allowed straight time.

(*d*) Foremen will be allowed straight time for wet days, provided they remain on duty.

(*e*) In computing time one hour will be allowed for thirty to sixty minutes. For less than thirty minutes no allowance will be made.

(*f*) When the Company's interests do not suffer thereby shopmen will be allowed at their request to quit work at noon (12K) on Saturdays during the summer months. On being required to work after these hours overtime will not begin until six p.m. or 18K.

(*g*) Employés transferred by the Company to the Construction Department will not lose their seniority standing as employés.

Section 3. Employés will be promoted hereafter on their respective Superintendent's Division in order of seniority, provided they are qualified. Senior employés shall be advised of vacancies or of any new appointments(except official positions) that may occur in the Department in which they are employed, and their applications, if presented within ten days will be considered. Employés may be transferred from one division to another for extra gang work, or on the opening of new lines, or when the necessary qualified men for maintenance-of-way work are not obtainable on the Division.

(*a*) Employés refusing promotion become junior to employés accepting such promotion.

(*b*) An employé transferred to another Department at his own request or transferred from the Bridge and Building Department to the Road Master's Department or *vice versa* will lose his seniority standing.

(*c*) Employés leaving the service of the Company when their services are required in event of re-employment will rank as new men.

(*d*) A list of all employés will be prepared for each Superintendent's Division and such list will show the seniority standing of each employé. The lists will be revised from time to time to agree with length of service and promotions made and a copy will be furnished to representative of employés. They will be open for correction on proper representation by the employé to the head of his Department.

(*e*) In the event of reduction in the number of men employed those longest in the service shall have preference of employment.

(*f*) The position of track and bridge watchmen and signalmen at crossings (not interlocked) is not one subject to the general rules of promotion, being intended to take care of men in any Department who become unfitted for other service.

Section 4. No employé shall be suspended (except for investigation) or discharged until his case has been investigated and he has been proven guilty of the offence charged, the decision in such case to be arrived at within ten days from date of suspension. If an employé be found blameless he will be re-instated and paid at schedule wages for time lost, and will be reimbursed reasonable expenses if away from home in such case. If detained more than ten days at Company's instance, awaiting decision, he will be paid schedule wages for all time lost in excess of ten days regardless of decision reached. An employé may have the assistance of another employé during the investigation should he so desire.

A written statement setting forth the result of investigation and the reasons therefor will, if requested, be furnished by the Company to the employé or employés affected.

(*a*) Should an employé at any time consider himself unjustly treated for any cause whatsoever he shall be entitled to a fair and impartial investigation within thirty days from date of complaint by him to his superior officer in writing, and a decision shall be given him in writing within ten days thereafter.

(*b*) Appeals from decisions must be made in writing by the employé through his Road Master or Bridge and Building

Master within fifteen days after being advised of such decision, and should an appeal be sustained the employé shall be re-established and he shall be recompensed at the regular rate of pay for all time lost.

Section 5. Leave of absence and free transportation will be granted to members of duly appointed Committees for the adjustment of matters in dispute between the Company and employés so far as is consistent with good service within ten days after request in writing has been made on the proper officer.

Section 6. Employés taken off their regular sections to work temporarily will be compensated for board and lodging expenses they necessarily incur.

(*a*) Bridge and building employés taken from their place of residence or boarding outfits will be compensated for the expenses they incur, such expenses not to exceed 75 cents per day on eastern lines and $1 per day on western lines.

(*b*) Foreman taken from their gangs for any reason for one day or more will be relieved of the duties of foremen during their absence and the relieving foreman will be paid the rate of foreman during the absence of the regular foreman.

(*c*) A regular section foreman having his gang increased to over twenty men for fourteen days, or over, shall receive extra gang foreman's rates.

Section 7. Employés required to attend to and light semaphore and switch lamps before or after their regular hours will receive schedule rate of sectionmen's pay. Where lamps are located at more than half a mile from the station they will be attended to in regular working hours. Employés required to walk track to attend lamps on Sundays, shall receive wages at the rate of time and one-quarter. In terminal and large yards where the lampman's duties require him on duty all day they will receive time and one-quarter on Sundays, Christmas and New Year's Day.

(*a*) Employés shall be paid straight time while attending to fires in tanks or pump houses after their regular hours.

Section 8. Employés called out for emergency work outside of their regular working limits requiring their absence beyond their regular working hours will be supplied with boarding cars or given an opportunity to procure meals when desirable and practicable. No employé will be required to work more than seven hours without food and shall receive time and one-half upon being called to work on emergency or wreck work.

Section 9. The Company will keep section houses in good repair, the cost of repairs other than ordinary wear and tear will be charged to occupants.

(*a*) Section houses shall be for the use of section foremen and their families and regular men and when necessary for telegraph operators. Their surroundings must be kept clean by occupants.

(*b*) At city points where there are no section houses the section foreman shall receive $7 additional per month, and at all other points where there are no section houses the Company shall pay $4 additional per month.

(*c*) Where water is transported for the use of section gangs good water and suitable sunken tanks with pumps will be provided.

Section 10. Employés will be granted leave of absence and passes or reduced rates in accordance with the current general regulations of the Company.

(*a*) Opportunity and free transportation will be given to employés for getting to their places of residence at week ends when the Company's interests do not suffer thereby.

(*b*) Employés will be granted free transportation and leave of absence four times each year to attend their meetings. Such free transportation will not extend beyond their Superintendent's Division and the leave of absence will not exceed two days, and then only consistent with good service and provided the Company is not put to additional expense.

(*c*) Employés laid off through reduction when re-engaged within one year will be granted free transportation to place of work over General Superintendent's Division on which he was formerly employed.

Section 11. Bridge and building gangs shall be composed of:

(1) Foreman;

(2) Carpenters, who shall be skilled

mechanics in house and bench work, and have a proper kit of carpenter's tools.

(3) Bridge men, who shall be rough carpenters, expert saw, axe and hammer men and have a general experience in bridge work.

(4) Bridge labourers, who shall be strong, handy men and who shall perform such work as may be assigned to them.

RATES OF PAY.

Atlantic Division.

Section foremen:	Per day.
At West St. John, Bay Shore, McAdam and Brownville Jct. Yards	2.95
At Fairville Yards	2.85
At Fredericton (Section F.1) Woodstock, St. Stephen and Aroostook Yards	2.70
At all other points	2.55
Assistant foremen in yards	2.55
Sectionmen:	
At West St. John, Bay Shore, Fairville and McAdam yards	1.90
At all other points in Maine	1.90
At all other points	1.80
Foremen extra gangs	$2.65 to 3.80
(Foremen in charge of steel, ballast and other large or important gangs to receive maximum rate)	
Assistant foremen extra gangs, a minimum rate of	2.50
General foremen (per month and expenses)	85.00
Section foremen or sectionmen in charge of snow plows or flangers (time and one-half for nights, or Sundays, Christmas and New Year's Day)	3.50
Bridge and building men:	
Foremen	$3.20 to 3.50
Carpenters	2.75
Bridgemen	$2.30 to 2.75
Foreman painters	$3.10 to 3.30
Painters	$2.30 to 2.50
Engineers on steam hoist or pile drivers	3.60
Firemen of pile drivers or hoist	2.25
Signalmen at crossings with gates (per month)	47.00
Mason foreman	4.00
Masons	3.40
Pumpmen:	
Pump repairers (per month and expenses of 75 cents while away from headquarters)	73.50
Pumpmen, 1 pump (per month and expenses)	50.00
Pumpmen, 2 pumps (per month and expenses)	60.00
(For each additional pump $8.00)	

Eastern Division.

Section foremen:	Per day.
At Montreal (Place Viger), Glen Yard, Windsor Station, Hochelaga, Mile End, Outremont and Angus	3.00
At Ottawa (Union Station, Sussex street) New York and Ottawa Junction, Smith's Falls, Hull and Prescott Yards	2.95
At Megantic, Farnham (Section 106), Carleton Junction, Sherbrooke yards	2.90
At Highlands, St. Johns, St. Luc Junction, Montreal Junction, South Junction, St. Therese, Arnprior, Pembroke, Renfrew Section 1, Prescott Branch Section 12, Maniwaki Branch, Section 11, Waltham Branch, Cote St. Paul Section 1, Brockville Branch yards	2.65
At all other points	2.55
Assistant foremen in yards	2.55
Sectionmen:	
At Montreal (Place Viger, Glen Yard, Windsor Station) Hochelaga, Mile End, Outremont, Angus Yards	1.95
At Megantic, Sherbrooke, Richford, Newport, Farnham Section 106, Quebec, St. Luc Junction, Montreal Junction, Westtern Junction, Ottawa (Union Station, Sussex street) New York & Ottawa Junction, Hull, Carleton Junction, Smith's Falls, Brockville, Prescott, South Junction, Highlands, Cote St. Paul Section 1, Pres-	

cott Branch Section 1, Maniwaki Branch, Three Rivers, Arnprior, Renfrew, and Pembroke..... 1.90
At all other points..... 1.80
Foremen extra gangs.....$2.65 to 3.80
(Foremen in charge of ballast, steel and other large or important gangs to receive maximum rate).
Assistant foremen extra gangs minimum of..... 2.50
General foremen per month and expenses.....85.00
Section foremen or sectionmen in charge of snow plow or flanger.. 3.55
(Also time and one-half for nights, Sundays, Christmas and New Year's Day).

Bridge and building men:
Foremen .....$3.20 to 3.50
Carpenters..... 2.75
Bridgemen .....$2.30 to 2.75
Foremen painters.....$3.10 to 3.40
Painters .....$2.30 to 2.50
Drawbridgemen..... 1.75
Signal repairmen, present rate and 30 cents per day.
Engineer on steam hoist and pile drivers..... 3.50
Firemen on pile drivers..... 2.25
Signalmen at crossings with or without gates, per month....47.00

Pumpmen:
Pump repairmen per m. 82.00 to 85.00
Pumpmen (1 pump) per month..50.00
Pumpmen (2 pumps) per month60.00
(For each additional pump $10.00).

Ontario Division.

Section foremen:
Toronto, Parkdale, Toronto Junction and North Toronto Yards 3.00
London (East Yard), Windsor, Havelock, Hamilton, Chatham, Owen Sound, Peterboro, Woodstock, London West, and Don (Section D2) Yards..... 2.85
Leaside Junction, Perth, Orangeville, Galt, Sharbot Lake, Tweed, Lambton, Weston, Guelph, Goderich, Ingersoll, Tilsonburg, Port Burwell Section 13, Hungerford West, and Lindsay Yards..... 2.65
At all other points..... 2.55
Assistant foremen in yards..... 2.55

Sectionmen:
Toronto, Parkdale, Toronto Junction, North Toronto, Leaside Junction, Don (Section D2), London East, Windsor, Havelock, Hamilton, Chatham, Owen Sound, Peterboro, Woodstock, and London West Yards 1.90
At all other points..... 1.80
Foremen extra gangs.....$2.65 to 3.80
(Foremen in charge of steel, ballast and other large or important extra gangs to receive maximum rates).
Assistant foremen extra gangs, a minimum of..... 2.50
Section foremen or sectionmen in charge of snow plows or flangers.. 3.50
(Time and one-half for nights, Sundays, Christmas and New Year's Day.)
General foremen, per month and expenses.....85.00

Bridge and building men:
Foremen.....$3.20 to 3.50
Carpenters..... 2.75
Bridgemen.....$2.30 to 2.75
Foremen painters.....$3.10 to 3.40
Painters.....$2.30 to 2.50
Blacksmiths..... 2.85
Signalmen at crossings with or without gates, per month.....47.00
Interlocking signalmen..... 2.25
Signal repairmen present rate and 35 cents per day.
Mason foremen..... 4.10
Masons..... 3.75
Plumbers, steam fitters and tinsmiths..... 3.25

Pumpmen:
Pump repairers, present rate and 40 cents per day.
Pumpmen (1 pump) per month..50.00
Pumpmen (2 pumps) per month 60.00
(For each additional pump $10.00)

Lake Superior Division.

Section foremen:
- At Chalk River, North Bay, Sudbury, Webbwood and Sault Ste. Marie Yards..... 2.95
- At Cartier, Chapleau, White River and Schreiber Yards.... 3.00
- At points East of Cartier..... 2.50
- At other points West of Cartier.. 2.65

Sectionmen:
- At points East of Cartier..... 1.85
- At points West of Cartier..... 1.95

Foremen extra gangs.....$2.80 to 3.95
(Foremen in charge of steel, ballast and other large and important gangs (extra gang,) to receive maximum rate.)

Assistant foremen extra gangs:
- East of Cartier, a minimum of... 2.50
- West of Cartier, a minimum of... 2.65

Section foremen or sectionmen in charge of snow plows or flangers 3.70
(Time and one-half for nights, Sundays, Christmas, or New Year's Day.)

General foremen, per month and expenses.....90.00

Bridge and building men:
- Foremen .....$3.35 to 3.70

Carpenters:
- East of Cartier..... 2.85
- West of Cartier..... 2.95

Bridgemen:
- East of Cartier.....$2.30 to 2.90
- West of Cartier.....$2.40 to 3.00

Foremen painters:
- East of Cartier..... 3.40
- West of Cartier..... 3.65

Painters:
- East of Cartier..... 2.45
- West of Cartier..... 2.70

Pumpmen:
- Interlocking signalmen, per mo..58.00
- Pump repairers, per m. $82.00 to 87.00
- Pumpmen, east of Cartier (1 pump)55.00
- Pumpmen, Cartier and West (1 pump).....60.00

(For each additional pump $10.00.)

Central Division.

Section foremen:
- At Kenora, Winnipeg, Fort William, Brandon, Portage la Prairie, West Fort William and Souris Yards..... 3.25
- At Port Arthur, Ignace, Lariviere, Saskatoon, Neudorf, Minnedosa, Yorkton, Estevan and Broadview Yards..... 3.05
- At all other points..... 2.90

Assistant Section foremen in yards2.90

Sectionmen in all first and second class yards..... 2.05
- At all other points..... 2.00

Foremen extra gangs...$2.85 to 3.85

First assistant foremen, extra gangs..... 2.90

Second assistant foremen, extra gangs..... 2.80

Snow plow or flanger foremen when called on duty, per hour, 45 cents and expenses.

Section foremen or men on plow or flanger work when called on duty, per hour, 37 cents, and expenses.

General foremen, per hour..... .42

Signalmen at level crossings, per month.....53.50

Signalmen at interlocking crossings with 13 levers or under...57.00

Signalmen at interlocking crossings with 13 to 24 levers.....62.00

Signalmen at interlocking crossings with 24 levers or over....77.00

Signal maintainers or repairmen65.00

Bridge and building men:
- Yard and shop foremen, per day 4.15
- Foreman..... 4.00
- Carpenters.....$3.25 to 3.50
- Bridgemen.....2.50 to 3.25
- Bridge and building labourers at terminals..... 2.25
- Bridge watchmen, per month....60.00
- Blacksmiths, pipe fitters and tinsmiths, railway shop rates.
- Pile driving and steam shovelling engineers..... 4.50

Foreman painters..... 4.00
Painters..... 3.15

Pumpmen:

Pump repairers, $93.00 per mo. and $1.00 expenses per day while away from headquarters.
Pumpmen (1 pump).....57.50
Pumpmen (2 pumps).....62.50
(For each additional pump $10.00.)
Single pumps, where two men are employed.....62.50
Pumpmen with single pump and doing coal hoisting.....62.50
Pumpmen at points where water is treated (1 pump).....62.50

Western Division.

Section foremen:

Calgary, Medicine Hat, Regina and Moose Jaw Yards..... 3.25
Swift Current, North Portal, Estevan, Lethbridge, Macleod, Crow's Nest, Cranbrook, Frank, Fernie, Sirdar, Coleridge, Canmore, Strathcona, Wetaskiwin, Red Deer, Weyburn Yards.... 3.05
From Crow's Nest to Kootenay Landing..... 3.00
At all other points..... 2.90
Assistant section foremen in yards 2.90
Sectionmen in all first and second class yards..... 2.05
At all other points..... 2.00
Foremen of extra gangs$2.85 to 3.85
(Foremen in charge of steel, ballast and other large or important extra gangs to receive maximum rates.)
First assistant foreman extra gangs..... 2.85
Second assistant foreman extra gangs..... 2.75
Snow plow or flanger foremen when called on for duty, per hour and expenses..... .45
Section foremen or men on plow or flanger work when called on for duty, per hour and expenses .37
General foremen, per day..... 4.20
Signalmen at level crossings, per month.....53.50
Signalmen at interlocking crossings with 13 levers or under..57.00
Signalmen at interlocking crossings, 13 to 24 levers.....62.00
Signal maintainers or repairmen, per month.....65.00

Bridge and building men:

Yard and shop foreman..... 4.15
Foreman..... 4.00
Carpenters.....$3.25 to 3.50
Bridgemen.....$2.50 to 3.25
Bridge and building labourers at terminals..... 2.25
Track and bridge watchmen, per month.....60.00
Blacksmiths, pipe fitters, tinsmiths, railway shop rates.
Pile drivers and steam hoist engineers..... 3.35
Steam shovel engineers..... 4.50
Foreman painters..... 4.00
Painters..... 3.15

Pumpmen:

Pump repairers, $93.00 per mo., and $1.00 expenses per day when away from headquarters.
Pumpmen (1 pump).....57.50
Pumpmen (2 pumps).....62.50
(For each additional pump $10.00)
Single pumps where two men are employed.....62.50
Pumpmen with single pump and doing coal hoisting.....62.50
Pumpmen at points where water is treated, for one pump.....62.50

Pacific Division.

Section foremen	Per day.
At Vancouver.....	3.25
At Vancouver (Section 1), New Westminster, North Bend, Kamloops, Revelstoke, Field, Rogers Pass, Laggan, Nelson, Smelter Junction, Rossland, Eholt, Mission Junction and Phoenix Yards.....	3.05
At all other points, Kootenay Branches.....	3.00
At all other points.....	2.90
Assistant section foremen in yards	2.90

Sectionmen:

At Vancouver Yards..... 2.05
At all other points on Kootenay Branches..... 2.05
At all other points..... 2.00

Foremen extra gangs.....$3.15 to 4.10
(Foremen in charge of steel, ballast and other large and important extra gangs to receive maximum rates.)

*Assistant foremen extra gangs*2.95 to3.05
Snow plow or flanger foremen when called on duty, per hour and expenses..... .45
General foremen..... 4.20
Labourers extra gangs (permanent)..... 2.05
Track watchmen.....60.00 to 62.50
Signalmen with or without gates62.00

Bridge and building men:
Yard and shop foremen..... 4.15
Road foremen..... 4.00
Carpenters.....$3.25 to 3.50
Bridgemen.....$2.75 to 3.25
Bridge and building labourers at terminals..... 2.35
Riveters.....$3.25 to 3.60
Foreman painters..... 4.00
Painters..... 3.25
Bridge watchmen, per month....60.00
Foreman mason gangs..... 4.25
Stone cutters..... 3.65
Masons..... 3.65
Blacksmiths, railway shop rates.
Mason labourers, present rate and 40 cents.
Engineers, pile drivers and steam hoist..... 3.35
Steam shovel engineers (10 hour-day), per month.....120.00
Steam shovel cranesmen (10 hour day), per month.....95.00
Steam shovel firemen, per day... 2.60

Pumpmen:
Pump repairers, $93.00 per mo. and $1.00 expenses per day while away from headquarters.
Pumpmen (1 pump).....57.50
Pumpmen (2 pumps).....62.50
For each additional pump $10.00.)

Above rules and rates of pay will not be changed unless on sixty (60) days' notice, given between the first day of May and the first day of November of any year.

(Sgd.) D. McGibbon,
Chairman.
W. T. J. Lee,
For employés.

LETTER AMENDING REPORT OF BOARD.

To the Honorable
W. L. Mackenzie King, C.M.G.,
Minister of Labour,
Ottawa.

In the matter of a dispute between the Canadian Pacific Railway Company and its permanent maintenance-of-way employés.

The undersigned members, a majority of the Board of Conciliation appointed under the Act in this matter, have the honour to submit the following report to you:

Through an error of the stenographer in presenting to you the report, the figures after the word, "Carpenters" in the Ontario Division rates of pay read "$2.25. This should read $2.75.

In the Pacific Division, on page eight thereof, below the words "Assistant Foreman, extra gangs" should read the following, "Snow plow or flanger foreman when called on for duty, per hour, and expenses 45 cents."

All of which is respectfully submitted. Dated this 7th day of March, 1911.

(Sgd.) D. McGibbon,
Chairman.
W. T. J. Lee,
For the employés.

(The amendments set forth above have been incorporated in the text of the report as printed.)

Text of Minority Report.

Hon. W. L. Mackenzie King, C.M.G.,
Minister of Labour,
Ottawa.

In the matter of dispute between the Canadian Pacific Railway Company and its permanent maintenance-of-way employés.

I have carefully examined a copy of the report made to you in this case bearing the signatures of my two colleagues on the Conciliation Board, and regret that I find myself unable to agree with their recommendations regarding the rules, the carrying out of which in many instances would be impracticable and hazardous, as any

person familiar with railway operation must at once admit.

I also emphatically disagree with the exorbitant increases in the rates of pay recommended, and against the injustice of which I formally protested at a meeting of the Board held on February 1. A copy of my objections were forwarded to Judge McGibbon, at Brampton, on February 2, enclosed with the following letter:—

"February 2, 1911.

"Dear Judge McGibbon,—

"I enclose herewith as promised, a copy of my views (read yesterday) regarding the demands of the Canadian Pacific Railway maintenance-of-way men for increased pay.

"With more than forty years experience in railway service, commencing as a water-boy on construction, and performing every kind of track maintenance work for about ten years until appointed roadmaster, and thereafter continuously for more than thrty years in charge of all grades of employés in this branch of the service, I feel that I may fairly lay claim to a reasonable understanding of their various duties, responsibilities and general conditions, and therefore the merits of their demands in this case.

"With this life-long and intimate association you will, I am sure, believe that I have an enduring sympathy for and the deepest interest in any proper movement towards the uplifting and general welfare of the large army of faithful, honest and industrious men engaged in this class of work, but the indisputable evidence including statements of wages paid by other railways for similar service, leaves no room for conclusions other than those submitted herewith.

"My views have been rather hastily thrown together, owing to pressure of other work, therefore, please consider them as purely tentative, and I may wish later to revise them somewhat.

"Trusting, however, that the data may be of some assistance to you, I am,

"Sincerely yours,

(*Signed*) F. H. McGuigan."

The following is a copy of the enclosure referred to in the above letter:—

"The most important question at issue in this dispute is the demand for increased wages, as set forth in the petition filed with the Honourable the Minister of Labour by the representatives of maintenance-of-way employés.

"The three reasons given in support of this demand are:—

"*First*—Increased responsibilities;

"*Second*—Increased cost of living;

"*Third*—Ability to pay.

"The representatives of the men at the several hearings made strenuous efforts to justify these contentions.

"The first reason, 'Increased responsibilities,' was denied by the Company's officials, who contended that the plea was unfounded, and absurd, in support of which they enumerated extensive substantial improvements which had been made on their lines in recent years. These included reduction of grades, reduction of curvature, improved drainage, strengthening embankments and the roadway generally, also by largely increasing the number of cross ties per mile, relaying heavier and stronger rails, and thoroughly ballasting their tracks, and by replacing wooden bridges, trestles and culverts with permanent steel structures and masonry. These facts were pressed home so forcibly by General Manager Leonard, at the Montreal hearings, that Mr. Low, President of the Maintenance-of-Way Organization, frankly admitted that responsibilities of the maintenance-of-way men on the Canadian Pacific Railway had not increased, but had actually been lessened.

"As to the second reason, 'Increased cost of living,' the Company contended that the advances which had been made in the rates of pay were greater than the percentage of increase in the cost of living, which seems borne out by the figures submitted.

"It was further contended by the Company that a majority of their maintenance of-way men were but slightly affected by the increased cost of living, as fifty to sixty per cent. of the men employed in this Department, especially on the lines west of Sudbury, live or board in the boarding camps, boarding cars, and boarding houses provided by the Com-

pany, and that with few exceptions these men are still paying exactly the same rates as paid five years ago, namely, $4 per week on some districts, and $4.25 per week on others, and that the only increases made had been at about half a dozen boarding places, where the rates had been raised only 25 cents per week, or equal to $13 a year. Against this is an increase in wages of approximately 30 cents per day, or about $93 a year.

"As to the third reason, viz., 'Ability to pay.' Before considering this feature of the dispute, it is important to first determine whether or not any increase in wages is actually warranted. For guidance in reaching a conclusion on this point we ascertained the rates paid by numerous other large railways, for similar service.

"In addition to other data, the following comprehensive table compiled by Mr. J. L. Payne, Comptroller of Railways and Canals for the Dominion of Canada, shows the number of officers and employés of each class, and their average rates of pay on the railways of Canada, as compared with those of the United States, comparison being on a basis of 100 mile units:—

	United States		Canada	
	No. per 100 miles	Aver. Daily Pay	No. per 100 miles	Aver. Daily Pay.
General officers	2	$12.67	2	$10.72
Other officers	3	6.40	3	4.73
General office clerks	30	2.31	28	1.94
Station agents	15	2.08	12	2.16
Other station men	58	1.82	51	1.65
Enginemen	24	4.44	18	4.12
Firemen	26	2.67	20	2.53
Conductors	18	3.81	13	3.30
Other trainmen	49	2.56	32	2.12
Machinists	20	2.98	12	2.98
Carpenters	26	2.43	17	2.52
Other shopmen	83	2.13	62	2.19
Section foremen	18	1.96	18	2.18
Other trackmen	136	1.38	122	1.58
Switch tenders, crossing tenders and watchmen	19	1.73	7	1.57
Operators	17	2.30	12	2.20
Floating equipment	4	2.31	1	2.19
All others	90	1.98	71	1.95

"The foregoing tables clearly show that in nearly every grade of railway employment the average wage rates in the United States are much higher than in Canada. The notable exceptions are the *higher wages paid to maintenance-of-way employés by the Canadian roads*, as follows:—

	Average Rates U.S. Railways	Average Rates Canadian Railways.
Section foremen	$1.96	$2.18
Other trackmen	1.38	1.58
Carpenters	2.43	2.52

"The above comparison shows that the average rates paid section foremen by the Canadian roads is 22 cents, other trackmen 20 cents, and carpenters 9 cents per day higher than paid in the United States.

"If the wages paid by the Canadian Pacific Railway Company be compared with the wages paid by its principal competitors among the great railways in the United States in contiguous territory west of Port Arthur, namely, the Northern Pacific Railway Company, the Great Northern Railway Company and the Chicago, Milwaukee & St. Paul Railway Company, it will be seen that these lines pay their sectionmen (track labourers) only $1.35 and $1.45 per day, as against $1.70 and 1.75 paid by the Canadian Pacific Railway Company, making the latter rates 30 to 35 cents a day more than paid by any of the roads mentioned, the same ratio of difference in rates existing throughout all branches of the maintenance-of-way service, and showing the Canadian Pacific Railway Company wages to be more than twenty-five per cent. higher than paid by the above-named railways for similar service.

"Notwithstanding this substantial difference of a twenty-five per cent. higher rate in their favour, the men in their petition are demanding further increases ranging from 30 *cents to* 95 *cents per day*, which, if granted, would give an average of about 65 cents per day, or nearly fifty per cent. more than is paid for similar service by competing lines in the Western States. The wages paid maintenance-of-way employés by the Canadian Pacific Railway Company, on lines east of Port Arthur, are also higher in the same relative proportion than paid by competing lines.

"For these reasons this Board cannot justify any recommendation, or even a

suggestion to grant the increases asked for by this large body of men, when it is so clearly shown that they are already receiving an average of about twenty-five per cent. more than the wages paid for the same class of service on competing lines. Such action would be a grave injustice, not only to the Canadian Pacific Railway Company, but to all other railways, and to all other employers of labour throughout the Dominion, as it would establish a most pernicious principle, and a far-reaching precedent affecting the whole industrial world.

"This great railway, extending as it does from the Atlantic to the Pacific Ocean, passing through and serving all of the great cities and industrial centres, and being one of the most potent factors in the commercial, the industrial and the agricultural life of the Dominion, has necessarily become a dominating force in regulating the wage-scale of the whole country. Therefore, any decision, recommendation or suggestion, favouring increased compensation to employés, on the principle of 'ability to pay,' would be illogical, unwise and dangerous, as it would be an incentive to labour of every class to make unreasonable demands upon their employers, on similar grounds, and would inevitably lead to disputes and conflicts, which would prove disastrous to both employers and employés, and seriously retard and interrupt the development of Canada."

During the meetings of the Board, numerous schedules were presented showing the rates paid by other railways for similar work, and I pressed repeatedly for reasons justifying such recommendations as my colleagues seemed disposed to make, but was never able to obtain any, other than that the men demanded the schedule presented, and it was intimated that if not granted they would strike.

I am therefore unable to determine upon what ground my colleagues justify the increases recommended, as they are unsupported by evidence, reason or justice, and are unparalleled in the history of wage adjustment for this class of service, the law of supply and demand, and the rates paid for similar service, by competing lines, being entirely ignored. It seems reasonable, however, to assume that the following circumstances have influenced their action.

The maintenance-of-way employés some months ago made demands simultaneously for increased pay and radical changes in rules on the three principal railways in Western Canada, namely, the Canadian Pacific, Canadian Northern, and Grand Trunk Pacific, and on the Canadian Pacific Railway in Eastern Canada, with the result that Conciliation Boards were appointed for all three lines, these three Boards were composed of the same men, with the exception that Mr. J. W. Dawsey was appointed to represent the Grand Trunk Pacific Railway Company. A decision in the case of the latter line was arrived at by my colleagues some weeks ago.

The rules and increases in pay recommended by my colleagues for the entire Canadian Pacific Railway System are approximately the same (although in many instances higher) as recommended by them for the Grand Trunk Pacific. Their recommendation, in the case of the Canadian Pacific Railway Company, therefore, became an absolute necessity in order to justify their conclusions in the case of the Grand Trunk Pacific Railway Company, which in my opinion are unjust and unreasonable, have no foundation other than sentiment, and are so totally adverse to the principle of conciliation that I cannot too strongly emphasize the gross injustice which, in my opinion, has been done that Company.

The recommendations of my colleagues regarding the rules, contain many inaccuracies and contradictions, are impossible of execution, and inconsistent, in that in much of the territory where work and conditions are exactly the same the rates vary, although they have been the same for many years past, and embrace many employés not under the maintenance-of-way department, and who are covered by agreements with other organizations. They also establish conditions differing entirely from those of employés in other branches of the service working with them and which, if extended, would involve many millions of dollars per annum in increased wages.

In some instances the award is higher on Eastern than on Western lines, although the rates of pay for labour and service of every kind have always been lower in the East, and my colleagues have admitted in their report that expenses in the East are 75 as against 100 in the West.

In some cases, where my colleagues and myself had agreed, they have even departed from such agreement.

In cities where section foremen have received extra wages on account of the Company not supplying houses free, or for small charge, it is recommended that these men receive an additional $7 per month, although the wage is fixed higher and has always been higher, to cover this very condition—in other words a double allowance is recommended.

While the evidence submitted does not in my opinion warrant a general increase in the existing rates, these employés are now receiving higher wages, and working under admittedly more favourable conditions than similar employés on other railways, but notwithstanding those admitted facts, I would, for the sole purpose of continuing the pleasant relations existing between the Company and their maintenance-of-way employés, recommend that the Company grant an increase of 15 cents per day to foremen, and 10 cents per day to labourers and others, to become effective on March 1, 1911. As no claim was made by the men, nor was the subject of the date the schedule should become effective even discussed at any meeting of the Board, there is no reason the recommendation should be retroactive, and it would be an injustice to make it so, inasmuch as during the winter months the men are paid for ten hours' work, while their actual service, on account of day-light hours, does not exceed eight hours per day.

I enclose herewith schedule of rates based on this recommendation, together with the rules governing the service, which I recommend.

(*Signed*) F. H. McGUIGAN,
For the Company.

TORONTO, March 4, 1911.

Rules and Rates Governing the Maintenance-of-way Employees of the Canadian Pacific Railway Lines in Canada.

Section 1. By permanent Maintenance-of-way employés is meant employés who take their orders from the Roadmasters and Bridge and Building Masters on such parts of the line as are open for traffic, and who have been in the Maintenance-of-way service continuously for one year or more, or who have had one year cumulative service during the three years immediately preceding, will hereinafter be referred to as "employés." Labourers in extra gangs, unless those practically engaged all the year around, will not be ranked as "permanent employés."

Section 2. Ten hours shall constitute a day's work, excepting for Track and Bridge Watchmen, Signal Repair men, Pumpmen and Pump Repairers. When required to work in excess of these hours, time will be allowed for such excess, at the rate of time and a half. Time and one-half will be allowed on Sundays and Christmas Day. If called out after 7. p.m. a minimum of three hours straight time will be allowed.

(*a*) The hours of track and bridge watchmen, signal repair men, pumpmen and pump repairers, will be regulated by the Company. Twelve hours in each twenty-four hours, either continuous or intermittent, will constitute a day, but they shall receive at least eight hours' continuous rest in each twenty-four hours.

(*b*) In emergencies, employés will not be required to work more than twenty-four hours continuously without a rest of eight hours.

(*c*) Section foremen and sectionmen, travelling on orders of the Company to and from work, after regular hours outside of their regular sections, will be allowed straight time. Members of bridge and building gangs travelling on their regular sections on orders of the Company, to and from work, after regular hours, will be allowed straight time, except when provided with boarding and sleeping cars to carry them to and

from work. Members of regular bridge and building gangs, travelling in boarding cars on Sundays, between 7 a.m. and 6 p.m. will be allowed straight time.

(*d*) Foremen will be allowed straight time for wet days, provided they remain on duty.

(*e*) In computing time one hour will be allowed for thirty to sixty minutes. For less than thirty minutes no allowance will be made.

(*f*) When the Company's interests do not suffer thereby, shopmen will be allowed, at their request, to quit work on Saturdays during the summer months at 12 o'clock noon. If required to work after that hour overtime will not begin until 6 p.m. or 18K.

(*g*) Employés transferred by the Company to the construction department will not lose their seniority standing as employés.

Section 3. Employés will be promoted hereafter on their respective superintendent's division in order of seniority, provided they are qualified. Senior employés shall be advised of vacancies or new appointments in their Department except official positions, and their applications if presented within ten days will be considered. Employés may be transferred from one division to another for extra gang work or on the opening of new lines or when the necessary qualified men for maintenance-of-way work are not obtainable on the division.

(*a*) Employés refusing promotion become junior to employés accepting such promotion.

(*b*) An employé transferred to another Department at his own request or transferred from the Bridge and building department to the roadmaster's department, or vice versa, will lose his seniority standing.

(*c*) Employés leaving the service of the Company when their services are required, in event of re-employment will rank as new men.

(*d*) A list of all employés will be prepared for each Superintendent's division and such lists will show the seniority standing of each employé. The lists will be revised from time to time to agree with length of service and promotions made, and copy will be furnished representative of employés. They will be open for correction on proper representation by the employé to the head of his department.

(*e*) In the event of reduction in the number of men employed, those longest in the service shall have preference of employment.

(*f*) The position of track and bridge watchmen is not one subject to the general rules for promotion, being intended to take care of men in any department who become unfitted for other service.

Section 4. Any employés suspended or dismissed or who consider they have been unjustly treated will, on request in writing, receive full and impartial hearings and will be advised of decisions reached within fifteen days of such hearing. Should investigation show suspension, dismissal or treatment was unjust, time will be allowed and employé reinstated. Appeals from decisions must be made in writing by the employé through his roadmaster or bridge and building master within fifteen days after advised of such decision.

Section 5. Leave of absence and free transportation will be granted to members of duly appointed committees for the adjustment of matters in dispute between the Company and employés, as far as is consistent with good service, within ten days after request in writing has been made on the proper officer.

Section 6. Employés taken off their regular sections to work temporarily on snow or tie trains or other work will be compensated for the boarding and lodging expenses they necessarily incur.

(*a*) Bridge and building employés, except pumpmen taken from their places of residence or boarding outfits overnight will be compensated for the extra expense they necessarily incur, such expense not to exceed fifty cents per day on eastern lines and 75 cents on western lines.

(*b*) Foremen ordered away from their gangs for one day or more will be relieved of the duties of foremen during their absence.

Section 7. Employés required to attend to and light semaphore or switch

lamps before or after their regular hours, will receive therefor four dollars per month for six or less lamps, and fifty cents per month per lamp for those in excess of six. When semaphore lamps are included, fifty cents per lamp per month additional will be allowed. Where lamps are located at a distance from employés' residence, they will be attended to in regular working hours.

Section 8. Employés called out for work outside of their regular working limits, requiring their absence beyond regular working hours will be supplied with boarding cars or given an opportunity to procure meals when desirable and practicable; no employé will be required to work more than seven hours without food.

Section 9. The Company will keep section houses in good repair; the cost of repairs other than ordinary wear and tear will be charged to occupants.

(*a*) Section houses shall be for the use of foremen and their families, and when necessary for telegraph operators, and members and regular men of their permanent gangs. Their surroundings must be kept clean by occupants.

Section 10. Employés will be granted leave of absence and passes or reduced rates in accordance with the current general regulations of the Company.

(*a*) Opportunity and free transportation will be given to employés for getting to their place of residence at week ends, when the Company's interests do not suffer thereby.

(*b*) Employés will be granted leave of absence and free transportation four times each year. Such free transportation will not extend beyond their superintendent's division, and the leave of absence will not exceed two days, and then only when consistent with good service, and provided the Company is not put to additional expense.

(*c*) Employés laid off through reduction when re-engaged within one year will be granted free transportation to place of work over general division on which formerly employed.

Section 11. Bridge and buliding gangs shall be composed of:—

1st. Foreman.

2nd. Carpenters, who shall be skilled mechanics in house and bench work and have a proper kit of carpenters' tools.

3rd. Bridgemen, who shall be rough carpenters, expert saw, axe and hammer men, and have a general experience in bridge work.

4th. Bridge labourers, who shall be strong, handy men, and who shall perform such work as may be assigned to them.

RATES OF PAY.

Atlantic Division.

Section foreman:	
At West St. John, Bay Shore, McAdam and Brownville Jct. Yards	$2.70
At Fairville Yard	2.60
At Woodstock and St. Stephen Yards	2.45
At all other points in Canada	2.30
Assistant section foremen in yards	2.30
Sectionmen:	
At West St. John, Bay Shore, Fairville and McAdam Yards	1.75
At all other points in Canada	1.65
Foremen extra gangs	2.45 to 3.45
(Foremen in charge of steel, ballast and other large or important extra gangs to receive maximum rate.)	
Assistant foremen extra gangs, a minimum of	2.30
Section foremen in charge of snow plows while in operation	3.20
Bridge and building men:	
Foremen	$2.95 to 3.10
Carpenters	2.50
Bridgemen	$2.05 to 2.50
Foremen painters	2.85
Painters	$2.05 to 2.30
Pump repairers, per mo	70.00
Pumpmen (1 pump) per month	48.50
Pumpmen (2 pumps) "	58.50
For each additional pump	5.00

Eastern Division.

Section foremen:

At Montreal (Place Viger, Glen Yard and Windsor Station), Hochelaga, Angus, Mile End and Outremont Yards	2.75
At Ottawa (Union Station and Sussex St.) and N.Y. & O. Jct. Yards	2.70
At Megantic, Farnham (Section 106), Carleton Jct. and Smith's Falls Yards	2.65
At Sherbrooke, Richford, Newport, Quebec, Hull, Brockville and Prescott Yards	2.60
At Highlands, St. Johns, Montreal Jct., St. Luc Jct., Western Jct., Three Rivers, St. Therese, Arnprior, Pembroke and Renfrew Yards	2.45
At all other points	2.30
Assistant section foremen in yards	2.30

Sectionmen:

At Megantic, Sherbrooke, Richford, Newport, Farnham (Sec. 106), Quebec, Montreal, (Place Viger, Glen Yard and Windsor Station) Hochelaga, Angus, Mile End, Outremont, St. Luc Jct., Montreal Jct., Western Jct.,) Ottawa (Union Station and Sussex St.), N.Y. &. O. Jct. Hull, Carleton Jct., Smith's Falls, Brockville and Prescott Yards	1.75

Sectionmen:

At all other points in Canada	1.65

Foreman extra gangs: $2.45 to 3.45
(Foremen in charge of steel, ballast and other large or important extra gangs to receive maximum rate.)

Assistant foremen extra gangs, a minimum of	2.30
Section foremen in charge of snow plows while in operation	3.20

Bridge and building men:

Foremen	$2.95 to 3.10
Carpenters	2.50
Bridge and building men	$2.05 to 2.50
Foremen painters	2.85
Painters	$2.05 to 2.30
Signal repairmen, present rate and 10 cents per day.	

Pumpmen: per month.

Pump repairers	$75.00 to 80.00
Pumpmen (1 pump)	48.50
Pumpmen (2 pumps)	58.50
For each additional pump	5.00

Ontario Division.

Section foremen:

At Toronto, Parkdale, Toronto Jct. and North Toronto Yards	$2.75
At London East Yard	2.70
At Windsor, Havelock, Hamilton, Chatham, Owen Sound, Peterborough, Woodstock, London West and Don (Sec. D2) Yards	2.60
At Leaside Jct., Perth, Orangeville, Galt, Sharbot Lake and Tweed Yards	2.45
At all other points	2.30
Assistant section foremen in yards	2.30

Sectionmen

At Toronto, Parkdale, Toronto Jct., North Toronto, Leaside Jct., Don (Sec. D2), London East, Windsor, Havelock, Hamilton, Chatham, Owen Sound, Peterborough, Woodstock and London West Yards	1.75
At all other points	1.65

Foremen extra gangs: $2.45 to $3.45
(Foremen in charge of steel, ballast and other large or important extra gangs to receive maximum rate.)

Assistant foremen extra gangs, a minimum of	2.30
Section foremen in charge of snow plows while in operation	3.20

Bridge and building men:

Foremen	$2.95 to $3.10
Carpenters	2.50
Bridgemen	$2.05 to 2.50
Foremen painters	2.85
Painters	$2.05 to 2.30
Blacksmiths	2.55

Signal repairmen, present rate and 10 cents per day.

Pumpmen:	per month.
Pump repairers	$75.00 to $80.00
Pumpmen (1 pump) per month	48.50
Pumpmen (2 pumps) "	58.50
For each additional pump	5.00

LAKE SUPERIOR DIVISION.

Section foremen:	Per day.
At Chalk River, North Bay, Sudbury, Webbwood and Sault Ste. Marie Yards	2.70
At Cartier, Chapleau, White River and Schreiber Yards	2.75
At other points east of Cartier	2.35
At other points west of Cartier	2.50
Sectionmen:	
East of Cartier	1.70
Cartier and West	1.80
Foremen extra gangs	$2.60 to 3.60
(Foremen in charge of steel, ballast and other large or important extra gangs to receive maximum rate.)	
Assistant foremen extra gangs:	
East of Cartier a minimum of	2.35
West of Cartier a minimum of	2.50
Section foremen in charge of snow plows while in operation	3.35
Bridge and building men:	
Foremen	$3.01 to 3.35
Carpenters:	
East of Cartier	2.60
West of Cartier	2.70
Bridgemen:	
East of Cartier	$2.10 to 2.60
West of Cartier	$2.20 to 2.70
Foremen painters:	
East of Cartier	3.10
West of Cartier	3.35
Painters:	
East of Cartier	2 25
West of Cartier	2.50

Pumpmen:	Per month.
Pump repairers	$80.00 to $85.00
East of Cartier (1 pump)	53.50
Cartier and West (1 pump)	58.50
(For each extra pump add $5.00.)	

CENTRAL DIVISION.

Section foremen:—	
At Winnipeg, Fort William, Moose Jaw and Brandon Yards	3.05
At Port Arthur, West Fort, Ignace, Kenora, Portage la Prairie, Souris, Lariviere, Estevan, Regina, Broadview Yards	2.85
At all other points	2.70
Assistant section foremen in yards	2.70
Sectionmen:	
At Fort William, Winnipeg, Moose Jaw and Brandon Yards	1.85
At all other points	1.80
Foremen extra gangs	$2.70 to 3.70
Foremen in charge of steel, ballast and other large or important extra gangs to receive maximum rates.)	
Assistant foremen of extra gangs a mimimum of	2.70
Section foremen in charge of snow plows while in operation	3.45
Bridge and building men:	
Foremen	$3.45 to 3.70
Carpenters	3.00 to 3.15
Bridgemen	2.35 to 3.00
Blacksmiths, railway shop rates.	
Foremen painters	3.45
Painters	2.85
Pumpmen:	
Pump repairers, per mo.	$81.00 to 91.00
(and 75 cents per day for expenses when away from headquarters.)	
Pumpmen single pumps	54.50
Pumpmen (2 pumps)	59.50
For each additional pump	5.00

WESTERN DIVISION.

Section foremen:	Per day
At Calgary	3.05
At Swift Current, Medicine Hat, Macleod, Cranbrook Yards	2.85
From Crow's Nest to Kootenay Landing	2.80
All other points	2.70
Assistant Section foremen in yards	2.70
Sectionmen:	
Crow's Nest to Kootenay Landing and Calgary Yard	1.85

At all other points..... 1.80
Foremen extra gangs from2.70 to 3.85
(Foremen in charge of steel, ballast and other large or important extra gangs to receive maximum rates.)
Assistant foremen extra gangs a minimum of 2.70
Section foremen in charge of snow plows while in operation..... 3.45

Bridge and building men: Per day.
Foremen .....$3.45 to 3.70
Carpenters ..... 3.00 to 3.15
Bridgemen ..... 2.35 to 3.00
Blacksmiths, railway shop rates.
Foremen painters..... 3.45
Painters..... 2.85

Pumpmen:
Pump repairers, from $81.00 to $91.00 per month.
(and 75 cents per day for expenses when away from headquarters.)
Pumpmen single pumps, per m.54.50
Pumpmen (2 pumps) per month59.50
For each additional pump..... 5.00

Pacific Division.

Section foremen: Per day
At Vancouver Yard..... 3.05
At Vancouver (Section 1) New Westminster, North Bend, Kamloops, Revelstoke, Field, Rogers Pass, Laggan, Nelson, Smelter Junction, Rossland, Eholt and Phoenix Yards.. 2.85
At other points Kootenay Brchs. 2.80
At all other points..... 2.70
Assistant section foremen in yards .....$2.70 to 2.80

Sectionmen:
At Vancouver Yard..... 1.85
At all other points on Kootenay Branches..... 1.85
At all other points..... 1.80
Foremen extra gangs ..$2.95 to 3.95
(Foremen in charge of steel, ballast and other large or important extra gangs to receive maximum rates.)
Assistant foremen extra gangs.. $2.70 to 2.80
Section foremen in charge of snow plows while in operation..... 3.45
Labourers, extra gangs (permanent)..... 1.95
Track watchmen, per month.... $57.00 to 60.00

Bridge and building men: Per day
Foremen .....$3.45 to 3.70
Carpenters .....$3.00 to 3.15
Bridgemen ..... 2.60 to 3.00
Rivetters ..... 3.10 to 3.35
Foremen painters..... 3.45
Painters..... 2.85
Bridge watchmen, per month ...57.00
Foremen mason gangs, per day.. 3.95
Stone cutters..... 3.35
Masons..... 3.35
Blacksmiths, railway shop rates.
Mason labourers, present rate and10cts.

Pumpmen:
Pump repairers, an increase of $3.00 per month over present rate.
Pumpmen, 1 pump, an increase of$3.00 per month over present rate.
Pumpmen 2 pumps, an increase of $3.00 per month over present rate.
For each additional pump, per mo. 5.00

The above rules and rates will not be changed unless on thirty (30) days' notice being given.

I have not given any rates on lines outside of the Dominion of Canada, as I understand to be the limits of the Board's jurisdiction.

(Sgd.) F. H. McGuigan.

II. REPORT OF BOARD IN DISPUTE BETWEEN THE CANADIAN NORTHERN RAILWAY COMPANY AND ITS MAINTENANCE-OF-WAY EMPLOYES.

THE Minister of Labour received, on March 2, the report of the Board of Conciliation and Investigation to which had been referred for adjustment certain matters in dispute between the Canadian Northern Railway Company and its maintenance-of-way employés. A minority report was also

received in this matter, on March 10, from the member appointed on the recommendation of the Company.

In the application for the establishment of this Board it was stated that the dispute in question related to a demand on the part of the employés concerned for an increase in the wage rates and a revision of the existing schedule of rules. The number of employés affected by this dispute was given as 1,800.

The Board which was appointed to investigate the dispute was composed as follows: Messrs. F. H. McGuigan, of Toronto, Ont., and W. T. J. Lee, of Toronto, Ont., members appointed on the recommendation of the Company and of the employés concerned, respectively; and His Honour Judge D. McGibbon, of Brampton, Ont., Chairman, appointed on the joint recommendation of the foregoing members of the Board. Sittings were held at Winnipeg and Toronto from October 4, 1910, to February 11, 1911.

The report was signed by the Chairman and Mr. W. T. J. Lee representing the employés concerned. A schedule of rules and rates of pay was submitted, which they believed would be fair as between the contending parties. This schedule was to take effect from December 1, 1910, and was not to be changed unless upon sixty days' notice by either party, to be given between May 1 and November 1 in any year. Mention was made in this report of the kindness and consideration which had been shown the members of the Board by the representatives of the Company and of the men.

The minority report bore the signature of Mr. F. H. McGuigan, the member appointed on the recommendation of the Company. A schedule of rules recommended by Mr. McGuigan was also attached, as well as a statement of objections to the rules recommended in the majority report. As regards the question of increased wages, Mr. McGuigan, in his report, state s "In view of the fact that the Canadian Northern rates for maintenance-of-way service are practically twenty-five per cent. higher than paid by other lines in contiguous territory, except the Grand Trunk Pacific Railway and the Canadian Pacific Railway Companies, which are paying practically the same rates and were also served simultaneously by their maintenance-of-way employés with demands for largely increased rates of pay, and taking into consideration that a large percentage of the Canadian Northern Railway Company mileage has been but recently constructed, much of it through a new, sparsely settled and comparatively undeveloped country, with very meagre earnings per mile of line, I cannot recommend any increases in the rates of pay."

The Department was informed, on March 4, of the acceptance of the majority report by the employés concerned. On March 25, a communication was received from the Canadian Northern Railway Company in which the later declined to accept the majority report; the Department was later informed that the Company would, however, be governed by the minority report.

Report of Board.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:—

To—

THE HON. W. L. MACKENZIE KING, C.M.G
Minister of Labour,
OTTAWA.

In the matter of a dispute between the Canadian Northern Railway Company and its permanent maintenance-of-way employés.

The undersigned members, a majority of the members of the Board appointed under the Act in this matter, have the honour to report as follows:—

The Board met at Winnipeg on the 4th day of October, 1910, and adjourned to meet at Toronto on the 15th day of November, 1910.

The Board met at Toronto on the 18th, 19th, 22nd, 23rd, 24th, 26th, 28th and 30th days of November, and the 2nd and 28th days of December, 1910, and the

6th, 7th and 9th days of January, and on the 10th and 11th days of February, 1911.

All the members of the Board have been able to agree on Clauses B. D. and G. of Section 2, Section 3, 3A., 3B., 3D., 3E., 3F., Section 5, Section 6, 6B., Section 10, 10A., 10 B., Section 11, Section 12A., of the Schedule of Conditions governing the service of the employés, but upon the other clauses of the said conditions Mr. F. H. McGuigan, representing the employers, was unable to agree with the other members, nor was he able to agree with the majority upon the rates of pay of the employés.

In the opinion of the undersigned members of the Board the conditions and rates of pay hereafter written should govern the employés of the Canadian Northern Railway, the undersigned members feeling that the said conditions and rates of pay would be fair between the employer and employés and if accepted by both parties would be in their interests.

When additional positions of a like class are created compensation will be fixed in conformity with that of similar positions as shown by this Schedule which will become and be effective as of the first day of December, 1910, and will not be changed unless on sixty days' notice by either party given between the first day of May and the first day of November in any year.

These rules will not take away any privileges that are now in effect with the employés.

The undersigned desire to thank Mr. Hanna, Mr. Cameron, Mr. McLeod and Mr. Warren, representatives of the Company, and Messrs. Lowe, Irwin, Fljozdal, Dorey and Barker, representing the employés, for their courtesy, kindness and consideration to the members of the Board during the sittings, and trust that both parties may upon consideration see fit to accept this report.

All of which is respectfully submitted. Dated at Toronto this 27th day of February, 1911.

(Sgd.) D. McGibbon,
Chairman.

(Sgd.) W. T. J. Lee,
For the employés.

Schedule of Rules and Rates Governing the Service of Maintenance-of-way Employes on the Canadian Northern Railway.

Effective December 1st, 1910.

Section 1. By permanent maintenance-of-way employés is meant men employed in the Track, Bridge and Building Department, Signalmen (not telegraphers) pumpmen and pump repairers on such parts of the line as are open for traffic, and who have been in the maintenance-of-way service continuously for nine months or more, or who have had nine months cumulative service during the two years immediately preceding, these will hereafter be referred to as employés. Labourers in extra gangs, unless practically engaged all the year round, will not be ranked as permanent employés.

Section 2. Ten hours shall constitute a day's work excepting for track and bridge watchmen, signalmen (except when employed as telegraph operators) pumpmen and pump repairers. When required to work in excess of these hours time will be allowed for such excess at the rate of time and one-half. Time and a half will be allowed for Sundays, Christmas and New Year's Day. Employés called for or kept on duty after having been relieved at six p.m., on regular working days shall receive a minimum of four hours and shall not be required to suspend work in schedule working hours to equalize overtime.

(*a*) Twelve hours will constitute a day's work for bridge and track watchmen, signalmen, pumpmen and pump repairers. When required to work more than twelve hours, straight time will be allowed.

(*b*) In emergencies employés will not be required to work more than twenty-four hours continuously without a rest of eight hours.

(*c*) Foremen will be allowed straight time for wet days, provided they remain on duty.

(*d*) When the Company's interests do not suffer thereby employés will be allowed at their request to quit work at noon (12K) on Saturdays during the summer months. On being required to

work after these hours overtime will not begin until six p.m. or 18K.

(*e*) Employés transferred by the Company to the Construction Department wil not lose their seniority standing as employés.

Section 3. Employés will be promoted hereafter on their respective Superintendent's Division in order of seniority provided they are qualified. All employés shall be advised of vacancies or of any new appointments that may occur in the Department in which they are employed, and their application if presented within ten days will be considered. Employés may be transferred from one division to another for extra gang work, or on the opening of new lines, or when the necessary qualified men for maintenance-of-way work are not obtainable on the division.

(*a*) Employés refusing promotion become junior to employés accepting such promotion.

(*b*) An employé who is transferred to another Department at his own request or is transferred from the Bridge and Building Department to the Road Master's Department or vice versa will lose his seniority standing, but no employé must be transferred without his consent.

(*c*) In filling positions of Road Master or Bridge and Building Master preference shall be given employés with proper qualifications (Superintendent to be the judge). The men may be taken from any point on the System according to seniority.

(*d*) Employés leaving the service of the Company when their services are required in the event of re-employment will rank as new men.

(*e*) A list of all employés will be prepared for each Superintendent's Division and such lists will show the seniority standing of each employé. The lists will be revised from time to time to agree with length of service and promotions made and a copy will be furnished representative of employés. They will be open for correction on proper representation by the employé to the head of his Department.

(*f*) In the event of reduction in the number of men employed they shall be reduced according to classification and seniority.

(*g*) Track and bridge watchmen and signalmen at crossings not interlocked are not subject to the general rules of promotion, being intended to take care of men in any Department who become unfitted for other service.

Section 4. No employé shall be suspended (except for investigation) or discharged until his case has been investigated and he has been proven guilty of the offence charged, the decision in such case to be arrived at within ten days from date of suspension. If an employé be found blameless, he will be re-instated and paid at schedule wages for time lost, and will be re-imbursed reasonable expenses, if away from home in such case. If detained more than ten days at Company's instance, awaiting decision, he will be paid schedule wages for all time lost in excess of ten days regardless of decision reached. An employé may have the assistance of another employé during the investigation should he so desire.

A written statement setting forth the result of investigation and the reasons therefor will, if requested, be furnished by the Company to the employé or employés affected.

(*a*) Should an employé at any time consider himself unjustly treated for any cause whatsoever he shall be entitled to a fair and impartial investigation within thirty days from date of complaint by him to his superior officer in writing, and a decision shall be given him in writing within ten days thereafter.

(*b*) Appeals from decisions must be made in writing by the employé through his Road Master or Bridge and Building Master within fifteen days after being advised of such decision, and should an appeal be sustained the employé shall be re-established and he shall be recompensed at the regular rate of pay for all time lost.

Section 5. Leave of absence and free transportation will be granted to employés members of duly appointed Committees for the adjustment of matters in dispute between the Company and employés so far as is consistent with good service within ten days after re-

quest in writing has been made on the proper officer.

Section 6. Employés taken off their regular sections temporarily to work will be compensated for the boarding and lodging expenses they incur.

(*a*) Bridge and Building employés taken from their places of residence or boarding outfits will be compensated for the expenses they incur, such expenses not to exceed $1.00 per day.

(*b*) Section foremen and sectionmen travelling on orders of the Company to and from work after regular working hours will be allowed straight time. Members of bridge and building gangs travelling on orders of the Company to and from work after their regular hours will be allowed straight time except when provided with boarding and sleeping cars to carry them to and from their work. Members of regular bridge and building gangs travelling in boarding cars at the request of the Company on Sundays between 7 K and 18 K will be allowed straight time.

(*c*) Boarding or sleeping cars provided for regular bridge gangs shall be comfortably fitted up, well heated, lighted and properly ventilated and equipped with good safe trucks and suitable springs.

(*d*) Foremen taken from their gangs for any reason for one or more days will be relieved of the duties of foremen during their absence and the relieving foreman will be paid the rate of foreman he relieves during the absence of the regular foreman.

(*e*) A regular section foreman having his gang increased to over twenty men for fourteen days or over shall receive extra gang foreman's rates.

Section 7. Employés required to attend to and light semaphore and switch lamps before or after their regular hours will receive schedule rate of sectionmen's pay. Where lamps are located at more than half a mile from the station they will be attended to in regular working hours. Employés required to walk track to attend to lamps on Sundays shall receive wages at the rate of time and one-quarter. In terminals and large yards where the lampman's duties require him on duty all day they will receive time and one-quarter on Sundays, Christmas and New Year's Day.

Section 8. Employés called out for emergency work outside of their regular working limits requiring their absence beyond their regular working hours will be supplied with boarding cars or given an opportunity to procure meals when desirable and practicable. No employé will be required to work more than seven hours without food and shall receive time and one-half upon being called to work on emergency or wreck work.

Section 9. The Company will keep section houses in good repair, the cost of repairs other than ordinary wear and tear will be charged to occupants.

(*a*) Section houses shall be for the use of section foremen and their families and regular men and when necessary for telegraph operators. Their surroundings must be kept clean by occupants.

(*b*) At points where there are no section houses the section foreman shall receive Five Dollars additional per month.

(*c*) Where water is transported for the use of section gangs good water will be provided. Where water is not supplied by the Company it will be procured on the Company's time.

Section 10. Employés will be granted leave of absence and transportation four times each year to attend their meetings, such free transportation will not extend beyond their Superintendent's Division and the leave of absence will not exceed two days and then only when consistent with good service and provided the Company is not put to additional expense.

(*a*) Permanent employés will be granted once per year free transportation to any point on the System in favour of themselves and members of their families dependent upon them for support.

(*b*) A member of the household of permanent employés will be furnished with free transportation once a month to and from points where reasonable prices prevail for the purpose of purchasing supplies. Such transportation shall only be used by a member of employé's family.

(*c*) Free transportation will be granted to nurses, when their services are required by employés in isolated districts,

from points where they are obtainable, on presentation of a certificate from attending physician.

(*d*) Employés laid off through reduction when re-engaged within one year will be granted free transportation to place of work over General Superintendent's Division on which he was formerly employed.

Section 11. Employés leaving the service of the Company from any cause whatever will be furnished with service letter if requested.

Section 12. Bridge and Building gangs shall be composed of:

(1) Foreman.

(2) Carpenters, who shall be skilled mechanics in house and bench work, and have a proper kit of carpenter's tools.

(3) Bridgemen, who shall be rough carpenters, expert saw, axe and hammer men and have a general experience in bridge work.

(4) Bridge labourers, who shall be strong, handy men and who shall perform such work as may be assigned to them.

(*a*) The rates of pay of Bridge and Building employés will be increased 15 cents per day each year until the maximum rate is reached and after five years continuous service they will receive the maximum rate for their class of service.

RATES OF PAY.

Trackmen:	Per day.
Section foremen at Port Arthur Winnipeg, Brandon, St. Boniface and Edmonton	$ 3.20
Section foremen at Atikokan, Rainy River, Portage la Prairie, Dauphin, Kamsack, Humbolt, North Battleford, Vermillion, Emerson, Belmont, Swan River, Prince Albert, Saskatoon, Neepawa, Morris, Fort Frances, Morinville, Kipling and Baudett	3.00
At all other points	2.90
Sectionmen or permanent labourers in all first and second class yards	2.05
At all other points	2.00
Assistant foremen in yards	2.90
Foremen of extra gangs, $2.85 to	3.85
First assistant foreman on extra gang	2.90
Second assistant foreman on extra gang	2.80
Snow plow foreman or men working in snow plow or flanger when called for duty, 45 cents per hour, and expenses.	
Section foremen or men working in snow plow or flanger when called for duty, 37 cents per hour, and expenses.	

	Per month.
Signalmen at level crossings	$53.50
Signalmen at interlocking crossings 13 levers or under	57.00
Signalmen at interlocking crossings 13 levers and under 24	62.00
Signalmen at interlocking crossings 24 levers or over	77.00
Signal repairmen or maintainers	65.00

Bridge and building men:	Per day.
Yard foremen and shop foremen	4.15
Road foremen	4.00
Carpenters $3.25 to	3.50
Bridgemen $2.50 to	3.25
Bridge and building labourers	2.15

	Per month
Bridge watchmen	60.00
Blacksmiths and pipe fitters. Railway shop rates.	

	Per day.
Pile driving and steam shovel engineers	$4.50
Foremen painters	4.00
Painters $2.90 to	3.25

	Per month.
Pump repairers, (expenses while away from headquarters, not to exceed $1.00 per day West of Winnipeg and 75 cents per day East of Winnipeg.)	93.00
Pumpmen (1 pump)	56.50
Pumpmen (2 pumps)	62.50
Pumpmen (3 pumps)	72.50

Single pump where two men are employed	61.50
Pumpmen with single pump and doing coal hoisting	61.50
	Per day.
Coalmen in charge of coaling points	2.15
Coal labourers	2.00

(Sgd.) D. McGibbon,
Chairman.
W. T. J. Lee,
For employés.

Minority Report.

The text of the minority report of Mr. F. H. McGuigan is as follows:—

Hon. W.L. Mackenzie King, C.M.G.,
Minister of Labour,
Ottawa.

In the matter of dispute between the Canadian Northern Railway Company and its permanent maintenance-of-way employés.

I have carefully examined a copy of the Report made to you in this case, bearing the signatures of my colleagues on the Conciliation Board, and regret that (as in the case of the Canadian Pacific Railway Company) I find myself unable to agree with them, owing to their recommendations regarding the rules being in many instances unreasonable and impracticable, and also on account of the exorbitant increases in the rates of pay recommended, against the injustice of which I insistently protested during the meetings of the Board.

In view of the fact that the demand for increased pay and the radical changes in the rules were made simultaneously by the maintenance-of-way employés on the Canadian Northern and Canadian Pacific Railways, it seems impossible to consider them apart. I have therefore, embodied in this report much of the material used in my report in the Canadian Pacific Railway Company cases.

The most important question at issue in this dispute is the demand for increased wages, as set forth in the petition filed with the Honourable the Minister of Labour by the representatives of maintenance-of-way employés.

The three reasons given in support of this demand are:—

First—Increased responsibilities.
Second—Increased cost of living.
Third—Ability to pay.

First.—"Increased responsibilities." To the citizen of ordinary intelligence who has given attention to the great improvements made in the physical conditions of Canadian Railways in the past ten years, it must be quite apparent that there can be no foundation for the claim of increased responsibilities, as the physical condition of the Canadian Northern Railway has, in common with the other great Canadian Railways, been vastly improved during the past five years, large sums of money having been expended in making such improvements.

Second.—"Increased cost of living." The Company contended that the advances made in the rates of pay have more than offset any increase in the cost of living. This seems to have been borne out by a careful study of the figures submitted. It was also contended by the Company that a large number of their maintenance-of-way men were but slightly affected by the increased cost of living, as fifty to seventy-five per cent (varying with the season) of all men employed in maintenance-of-way work live, or board, in the boarding camps, boarding cars and boarding houses, provided by the Company, and that there has been no change in the rates charged for board during the past five years, while there has been an increase in wages of about 30 cents a day.

Third.—"Ability to pay." Before considering this feature of the dispute it is important to first determine whether or not any increase in wages is actually warranted. For guidance in reaching a conclusion on this point we ascertained the rates paid by numerous other large railways for similar service.

In addition to the other data, the following comprehensive table, compiled by Mr. J. L. Payne, Comptroller of Railways and Canals, for the Dominion of Canada, shows the number of officers and employés of each class, and their average rates of pay on the railways of Canada, as compared with those of the United States,

comparison being on a basis of 100 mile units:—

	United States		Canada	
	No. per100 miles	Aver. daily pay.	No. per100 miles.	Aver. daily pay.
General officers	2	$12.67	2	$10.72
Other officers	3	6.40	3	4.73
General office clerks	30	2.31	28	1.94
Station agents	15	2.08	12	2.16
Other station men	58	1.82	51	1.65
Engine men	24	4.44	18	4.12
Firemen	26	2.67	20	2.53
Conductors	18	3.81	13	3.30
Other trainmen	49	2.56	32	2.12
Machinists	20	2.98	12	2.98
Carpenters	26	2.43	17	2.52
Other shopmen	83	2.13	62	2.19
Section foremen	18	1.96	18	2.18
Other trackmen	136	1.38	122	1.58
Switch tenders, crossing tenders and watchmen	19	1.73	7	1.57
Operators	17	2.30	12	2.20
Floating equipment	4	2.31	1	2.19
All others	90	1.98	71	1.95

The foregoing tables clearly show that in nearly every grade of railway employment the average wage rates in the United States are much higher than in Canada. The notable exceptions are the *higher wages paid to maintenance-of-way employés by the Canadian railways*, as follows:—

	Average rates U. S. Railways.	Average rates Canadian Railways
Section foremen	$1.96	$2.18
Other trackmen	1.38	1.58
Carpenters	2.43	2.52

The above comparison shows that the average rates paid section foremen by the Canadian railways is 22 cents, other trackmen, 20 cents, and carpenters, 9 cents per day higher than paid in the United States.

If the wages paid by the Canadian Northern Railway Company be compared with the wages paid by its principal competitors among the great railways in the United States in contiguous territory, namely, the Northern Pacific, the Great Northern and the Chicago, Milwaukee & St. Paul, it will be seen that these lines pay their sectionmen (track labourers) only $1.35 and $1.45 per day, as against $1.70 and $1.75 paid by the Canadian Northern Railway Company making the latter rates 30 to 35 cents a day more than paid by any of the railways mentioned, the same ratio of difference in rates existing throughout all branches of the maintenance-of-way service, and showing the Canadian Northern Railway Company's wages to be more than twenty-five per cent. higher than paid by the above-named railways for similar service.

Notwithstanding this substantial difference of a twenty-five per cent. higher rate in their favour, the men in their petition are demanding further increases, ranging from 25 *cents to* $1.80 *per day*, which, if granted, would give an average amounting to about fifty per cent. more than is paid for similar service by competing lines in the Western States.

For these reasons this Board cannot justify any recommendation, or even a suggestion to grant the increases asked for, when it is so clearly shown that they are already receiving an average of about twenty-five per cent. more than the wages paid for the same class of service on competing lines. Such action would be a grave injustice, not only to the Canadian Northern Railway Company, but to all other railways, and to all other employers of labour throughout the Dominion, as it would establish a most pernicious principle, and a far-reaching precedent affecting the whole industrial world.

Regarding "Ability to pay," any decision, recommendation or suggestion, favouring increased compensation to employés on this principle would be illogical, unwise and dangerous, as it would be an incentive to labour of every class to make unreasonable demands upon their employers, on similar grounds, and would inevitably lead to disputes and conflicts, which must prove disastrous to both employers and employés, and seriously retard and interrupt the development of Canada.

During the meetings of the Board, numerous schedules were presented showing the rates paid by other railways for similar work, and I pressed repeatedly for reasons justifying such recommendations as my colleagues seemed disposed to make, but was never able to obtain any, other than that the men demanded the schedule presented, and it was intimated that if not granted they would strike.

I am, therefore, unable to determine upon what ground my colleagues justify

the increases recommended, as they are unsupported by evidence, reason or justice, and are unparallelled in the history of wage adjustment for this class of service, the law of supply and demand, and the rates paid for similar service by competing lines being entirely ignored. They can have no foundation, other than sentiment, and are totally at variance with the principle of conciliation and, therefore a gross injustice to the Company.

The recommendations regarding the rules contain many inaccuracies and contradictions, and are impossible of execution. (I enclose copy of the Company's objections filed with the Board by the Company's officials during the sittings).

In view of the fact that the Canadian Northern Railway rates for maintenance-of-way service are practically twenty-five per cent. higher than paid by other lines in contiguous territory, except the Grand Trunk Pacific and the Canadian Pacific Railways, which are paying practically the same rates and were also served simultaneously by their maintenance-of-way employés with demands for largely increased rates of pay, and taking into consideration that a large percentage of the Canadian Northern Railway mileage has been but recently constructed, much of it through a new, sparsely settled and comparatively undeveloped country, with very meagre earnings per mile of line, I cannot recommend any increases in the rates of pay.

I enclose herewith the schedule of rules with recommendation for their adoption.

(*Signed*) F. H. McGuigan.

Member of Conciliation Board
For the Company.

Section 1. By permanent maintenance-of-way employés is meant men employed in the track, bridge and building department, pumpmen and pump repairers, on such parts of the line that are open for traffic, and who have been in the maintenance-of-way service continuously for one year or more, or who have had one year's cumulative service during the three years immediately preceding, and the same will hereafter be referred to as employés. Labourers in extra gangs, unless practically engaged the year round, will not be ranked as permanent employés.

Section 2. Ten hours shall constitute a day's work. When required to work in excess of ten hours, time and a half will be allowed for such excess, and for work done on Sundays and Christmas day.

Clause (*a*). The hours of track and bridge watchmen will be twelve in each twenty-four. Twelve hours either continuously, or intermittently, will constitute a day, but they shall receive at least eight hours' continuous rest in each twenty-four.

Clause (*b*). At regular pumping stations where the amount of work is such that it is necessary for pumpmen to work continuously for twelve hours in order to keep the supply up, overtime, if worked, will be paid *pro rata* up to 24K and between 24k and 7K at the rate of time and a half.

Clause (*c*). In cases of emergency employés will not be required to work more than twenty-four hours continuously without a rest of eight hours.

Clause (*d*). Section foremen and sectionmen travelling on orders of the Company to and from work after regular working hours will be allowed straight time. Members of bridge and building gangs travelling on orders of the Company to and from work after their regular working hours will be allowed straight time, except when provided with sleeping and boarding cars to carry them to and from their work. Members of regular bridge and building gangs travelling in boarding cars at the request of the Company on Sundays, between 7K and 18K will be allowed straight time.

Clause (*e*). Foremen will be allowed straight time for wet days, provided they remain on duty.

Section 3. Employés will be promoted hereafter on their respective superintendent's division in order of seniority, provided they are qualified. All employés shall be advised of vacancies or any new appointments that may occur in the department in which they are employed, and their application, if presented within ten days, will be considered. Employés may be transferred from one division to another for extra gang work, or on the open-

ing of new lines, or when the necessary qualified men for maintenance-of-way work are not obtainable on the division.

Clause (*a*). In filling positions of roadmaster or bridge and building master, preference shall be given employés with proper qualifications (superintendent to be judge). Men may be taken from any point on the system in order of seniority.

Clause (*b*). Employés refusing promotion become junior to employés accepting such promotion.

Clause (*c*). An employé who is transferred to another department at his own request, or is transferred from the bridge and building department to the roadmaster's department, or vice versa, will lose his seniority standing.

Clause (*d*). Employés transferred by the Company to the construction department will not lose their seniority as employés.

Clause (*e*). A list of all employés will be prepared for each superintendent's division, and such lists will show the seniority standing of each employé. The lists will be revised from time to time to agree with length of service and promotions made, and a copy will be furnished representatives of employés. They will be open for correction on proper representation by the employé to the head of his department.

Clause (*f*). In the event of reduction in the number of men employed they shall be reduced according to classification and seniority.

Clause (*g*). Track, bridge and crossings watchmen are not subject to the general rules of promotion, being intended in these positions to take care of men in any department who become unfitted for other service.

Section 4. Any employé suspended or dismissed, or who considers that he has been unjustly treated shall, upon application in writing, receive full and impartial hearing, and will be advised of decisions reached within fifteen days after the time of their suspension or dismissal. Should the investigation show that the suspension or dismissal was unjust, time will be allowed and employés reinstated. Appeals from decision must be made in writing by the employé, through his roadmaster or bridge and building master, within fifteen days after being advised of such decision.

Section 5. Leave of absence and free transportation will be granted to employés members of duly appointed committees for the adjustment of matters in dispute between the company and employés, so far as is consistent with good service, within 10 days after request in writing has been made to the proper officer.

Section 6. Employés taken off their regular sections temporarily to work will be compensated for the boarding or lodging they necessarily incur.

Clause (*a*). Bridge and building employés taken away from their places of residence, or boarding outfits, will be compensated for the extra expenses they necessarily incur, such expenses not to exceed 50 cents per day.

Clause (*b*). Boarding and sleeping cars provided for regular bridge gangs shall be comfortably fitted up, well heated, lighted and properly ventilated and equipped with good safe trucks and suitable springs.

Section 7. Employés required to attend to and light semaphore or switch lamps before or after regular working hours will receive therefor $4 per month for six or less lamps and 50 cents per lamp per month for those in excess of six. When lamps are located beyond the yard limits they will be attended to during the regular working hours.

Section 8. Employés called out for emergency work outside of their regular working limits requiring their absence beyond regular working hours will be supplied with boarding cars or given an opportunity to procure meals when desirable and practicable. No employé will be required to work more than seven hours without food.

Section 9. The Company will keep all section houses in good repair, the cost of repairs other than ordinary wear and tear to be charged to occupants.

Clause (*a*). Where water is transported for the use of section gangs good water will be provided.

Section 10. Employés will be granted leave of absence and transportation four times a year. Such free transportation

will not extend beyond their Superintendent's division and the leave of absence will not exceed two days, and then only when consistent with good service and provided the Company is not put to any additional expense.

Clause (*a*). Permanent employés will be granted once per year free transportation to any point on the system in favour of themselves and members of their families dependent upon them for support.

Clause (*b*). A member of the household of permanent employés will be furnished with free transportation once a month to and from points where reasonable prices prevail for the purpose of purchasing supplies, such transportation may be used by any member of the family only.

Section 11. Employés leaving the service of the Company when their services are required, in the event of re-instatement, will rank as new men.

Clause (*a*). Employés leaving the service of the Company from any cause whatever will be furnished with service letter on request in writing.

Section 12. Bridge and building gangs shall be composed of:

(1) Foreman.

(2) Carpenters, who shall be skilled mechanics in house and bench work, and have a proper kit of carpenters' tools.

(3) Bridgemen, who shall be rough carpenters, expert saw, axe and hammer men, and have a general experience in bridge work.

Clause (*a*). The rates of pay of bridge and building employés will be increased 15 cents per day each year until the maximum rate is reached and after five years continuous service they will receive the maximum rate for their class of service.

Toronto, Nov. 29, 1910.

To the Conciliation Board,
Toronto, Ont.

The Canadian Northern Railway Company submits the following objections to certain matters which will be mentioned more fully in this statement.

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Section 1. This section is objected to for the reason that at the present time men must be in the service of this Company one year before they can be eligible to participate in the benefits of the schedule as a whole. Clause No. 1 of the present schedule has been in force ever since the first schedule was made with this Company's maintenance-of-way employés, and until the presentation of the schedule now being dealt with it has always been considered by both the men and this Company that such an arrangement, as at present, was decidedly in the best interests of all concerned. This Company therefore objects most strenuously to any change being made from the present clause, believing as we do that if less time is allowed for men to qualify that it will undoubtedly impair the efficiency of the service.

Section 2. This section is objectionable for the reason that a nine-hour day on Saturday is to be paid for on a basis of ten hours: time and one-half to be allowed on Sundays, Christmas and New Year's Day instead of on Sundays and Christmas Day as at present, and that if called out after hours on regular working days, Sundays, Christmas and New Year's Days a minimum of five hours straight time be allowed instead of actual time at the rate of time and one-half for excess time worked on working days, Sundays and Christmas Day.

The schedule as now presented is without doubt based on a certain rate per hour and this Company is decidedly of the opinion that it is unreasonable to ask, or even to expect that it, or any other Company, should pay for services not performed. In the discussion that took place concerning that portion of the clause particular stress was laid by the Committee on the fact that there would not be any loss to this Company, for the reason that the men would do as much work on Saturdays in nine hours as they would do were they on duty ten hours. Such a statement is looked upon as being an admission that at the present time this Company is not getting a full measure of labour from our men. Of course it is admitted that it is possible that the

Committee did not intend to convey that meaning.

With regard to the question of time and one-half on Sundays, Christmas and New Year's Days. The schedule that we are now working under provides that time and one-half be allowed on Sundays and Christmas Day. Owing to the closeness of dates on which Christmas and New Year's Days fall this Company considers that it would be a hardship to grant the men their request, but in view of the fact that it is no doubt a matter of sentiment with a majority of the men as to which day they particularly wish to recognize, this Company is willing that it shall be optional with the men as to which day they desire to observe; that is, if they notify the proper authority that they desire to keep Christmas Day, and for some reason it should be necessary for them to work on that day they will be allowed the increased rate and will in return work New Year's Day at the ordinary rate, or vice-versa.

With regard to request for increase from three to five hours for minimum time allowance for a call for service under certain circumstances. This Company cannot see any just reason for granting that request, nor as a matter of fact has any reason been advanced by the Committee. It is considered that the present arrangement is very liberal, and outside of shopmen this Company has never been asked for even a minimum of three hours. Furthermore it must be borne in mind that shopmen are not provided with houses at a very low rental, nor cars to live in where houses are not provided. Shopmen, as a general rule, live a much greater distance from the works and when called out in cases of emergency have a proportionately greater distance to travel. There is another important matter in connection with shopmen which should be taken into account, and should also be considered in dealing with Section No. 1, *viz.*, that shopmen have to serve an apprenticeship of from five to seven years to enable them to qualify for maximum pay whereas maintenance-of-way department employés, except carpenters, in some cases serve only a year before receiving the full rate.

Section No. 2, *Clause* (*a*). Request is made that twelve hours shall constitute a day's work for bridge watchmen, signalmen, pumpmen and pump repairers (the Committee agreeing to strike out switch tenders) and when required to work more than twelve hours, time and one-half to be allowed. At the present time the arrangement is that the hours of such men will be twelve hours in each twenty-four, and twelve hours either continuously or intermittently will constitute a day, and that they shall receive at least eight hours continuous rest in each twenty-four. Further, at regular pumping stations where the amount of work is such that it is necessary for pumpmen to work continuously for twelve hours in order that the proper supply of water may be kept up overtime will be paid *pro rata* up to 24K and time and one-half between 24K and 7K. The duties of bridge and track watchmen are not onerous, as it is only necessary for inspections to be made at certain intervals. It will be seen that the actual amount of work performed by an employé in such a position would, if computed on a straight twelve hours basis, give him at least sixty per cent. of idle time. Pumpmen are also worked under similar conditions.

In connection with pump repairers, this Company would state that these men practically arrange their own work. They are assigned to certain districts and make such repairs as are necessary. It would be an extremely hard matter to even attempt to figure what overtime they should work, but as a matter of fact it can safely be stated that the actual amount of work rendered by that class of employé to this Company during the year would show that no overtime at all was worked.

Section No. 2, *Clause* (*b*). The above mentioned Clause was agreed to.

Section No. 2, *Clause* (*c*). The above mentioned Clause was struck out by mutual consent.

Section No. 2, *Clause* (*d*). The above mentioned Clause was agreed to.

Section No. 2, *Clause* (*e*). This Company is unable to agree to the request made by the men in this connection, for

the reason that the section foreman must be held responsible for his section.

Section No. 2, *Clause* (*f*). This Company cannot agree to the rule as written, but is willing to have it amended to cover only shopmen working for Bridge and Building Department.

Section No. 2, *Clause* (*g*). The above mentioned Clause was agreed to.

Section No. 3 *and Clauses* (*a*), (*b*), (*c*) *of Section No.* 3. The above-mentioned Section and Clauses were agreed to.

Section No. 3, *Clause* (*d*). This Clause refers to the promotion of employés to the office of roadmaster or bridge and building master. The discussion in connection with the same resulted in Mr. Lowe, President of the International Brotherhood of Maintenance-of-way employés, stating that it was not the desire of his organization to in any way question the rights of this Company to place in such positions any person they desired. At that time, on behalf of this Company, a case was cited in which Mr. Fljozdal, General Chairman of the Maintenance-of-way organization on the Canadian Northern Railway, protested to this Company's General Superintendent regarding the appointment of Roadmaster H. A. Mackenzie. It will therefore be seen that notwithstanding what Mr. Lowe stated, that it was the understanding of Mr. Fljozdal that seniority should prevail, and that he had jurisdiction over the matter. It is not reasonable to suppose that this Company could allow any person to dictate the appointment of officials, and in view of the fact that according to Mr. Lowe's own statement no good can be accomplished in embodying this clause, we therefore request its elimination.

Section No. 3, *Clauses* (*e*) *and* (*d*). The above mentioned Section and Clauses were agreed to.

Section No. 3, *Clause* (*g*). This Committee agreed to the elimination of the words "switch tenders," and also to that portion of the Clause which reads, "maintenance-of-way men to have preference." This Company also objects to including in this Clause, signalmen, no matter whether working at an interlocking plant or not. As stated, it has been decided that all signalmen will, on or before the first of January next, be transferred to the Transportation department, where they properly belong, and will not thereafter be within the jurisdiction of the maintenance-of-way department.

Section 4. This Company agrees to the present Clause being incorporated in the new schedule, with a reduction in time from fifteen to ten days. In discussing this clause the Committee agreed to cut out the following: "and the Company shall bear the cost of such investigation or an appeal that is sustained." Also that portion reading: "The conditions in regard to witnesses, appeals and compensation shall prevail in this investigation, as above outlined."

Section No. 5. This Company agreed to Clause being amended so as to read: "Leave of absence and free transportation will be granted to employés members of duly appointed committees," etc.

Section No. 6. The above mentioned Clause was agreed to.

Section No. 6, *Clause* (*a*). In this Clause an increase in expense allowance is being asked from 50 cents to $1 per day. This Company cannot agree to an increase on this account. It is the practice of this Company to board and lodge all the bridge and building gangs, in road service, at a general rate of $4 per week, without regard to location.

Section No. 6, *Clause* (*aa*). The above mentioned Clause was agreed to by making the following change: "Employés travelling on orders, &c.," instead of "Section foremen and sectionmen travelling on orders, &c."

Section No. 6, *Clause* (*b*). The above mentioned Clause, as proposed, was not accepted, but a new Clause was afterwards drafted, which was accepted, and which was filed with the Chairman, but copy of same was not retained by this Company.

Section No. 6, *Clause* (*bb*). Clause as presented was not agreed to, but following was: "Any way-employé relieving a regular foreman by competent authority will be paid rate of foreman relieved during his absence. (Competent authority means roadmaster or bridge and building master)."

Section No. 6, *Clause* (*c*). It was agreed to eliminate the above mentioned.

Section No. 6, *Clause* (*cc*). During the discussion of this Clause, it will be remembered that there was a difference of opinion between the members of the Committee as to just what meaning this Clause was intended to convey. As a general rule this Company does not work a gang of twenty men or more with a section foreman, unless it be a section foreman at a terminal or other important point, and this would generally occur during the winter time when necessary to get as many men together as possible in order to clear up the snow, or perhaps in the case of a wreck. The men have already asked for higher wages for certain yards, and this Company cannot see any justice in the request contained in this Clause, by again asking for extra compensation on account of the number of men who might be put in their charge temporarily, and under emergency circumstances. This Clause cannot therefore be agreed to.

Section No. 6, *Clause* (*d*). If a section foreman having a gang of twenty men or more is not competent to keep a record of the time of sectionmen he should not accept the position. The effort required is cetainly not burdensome.

Section No. 7. With regard to the new features contained in this Clause: This Company cannot agree to change from the article now in force which covers this work.

Section No. 8. This Company understood that an arrangement had been reached with regard to Section No. 8, with the exception of the last portion of it, which reads: "and receive double time upon being called to work on wreck work." Provision has already been made for men working overtime to be paid at the rate of time and one-half, and there certainly cannot be any reason why a man working at a wreck should receive more compensation than a man working at any other kind of work.

Section No. 9. Section houses are the property of this Company and there is no compulsion for a man to live in one of them if he does not so desire. It cannot therefore be seen why there should be any change made from the present schedule. So far as building pumping houses near pumping stations for pumpmen is concerned, this Company cannot consider such an arrangement.

Section 9, *Clause* (*a*). This Company is unable to concede anything more than what is now contained in the present schedule.

Section No. 9, *Clause* (*b*). This Company cannot accede to the request of the men in this connection as it is most unreasonable.

Section No. 10, *and Clauses* (*a*), (*b*), (*c*), (*d*) *and* (*e*). The above mentioned are all in reference to granting of free transportation under certain conditions. Transportation is the only thing that a railway company has to sell in order to obtain its revenue, and although a large portion of the requests made have been incorporated in previous schedules, still this Company contends that it is not within the power of anyone to give away its earnings, and therefore this Company requests that this Section and Clauses be eliminated. However, there is no intention whatever of dealing with the maintenance-of-way employés in the matter of transportation different from any other class of employé, but do not consider that this Company should be compelled by an agreement to grant certain transportation. There is no reason why the maintenance-of-way men should not be dealt with in this matter the same as all other classes of employés, viz., under the general rules of this Company governing transportation which are issued from time to time.

*Section No.*11. The above mentioned was agreed to.

Section No. 12. This Company cannot agree to have anything incorporated in the maintenance-of-way schedule which would make it compulsory to grant two weeks' leave of absence with full pay each year to men working twelve hours per day, or rated by the month. There is only one class of employés to whom holidays are granted, and they are the telegraphers. Such holidays are not granted to these men, however, unless they have been in the service for at least four years. There are certain conditions in the telegraphers' schedule which offset the holi-

day allowance, viz., telegraphers are only paid for overtime *pro rata* on the basis of their specified rate, that means, that should it be necessary to work a telegrapher three or four hours overtime he would not be paid for such time worked at a higher rate per hour than he receives per hour during his regular hours, and that also is the basis for pay he receives for Sunday work. In the case of the maintenance-of-way employés, however, it is altogether different. In addition, it should be borne in mind that the maintenance-of-way men working on a monthly or twelve hour per day basis, as a general rule, are men that have been injured in some branch of the service, or whose health prevents them from following their usual vocation, and for whom such employment has been provided in order that they may be able to live. This Company trusts, therefore, that the Board will understand that such men should not be classed as men performing arduous duties.

Section No. 13. The Committee agreed to strike out the following:

4. Blacksmiths and helpers.
8. Pipe fitters and tinsmiths.
9. Pile driving and steam shovel and hoist engineers.
10. Foremen and cranemen.

This Company is willing to agree to the Clause provided also that No. 7, which covers Interlocking Signalmen, is struck out.

Section No. 13, *Clause* (*a*). The following clause was submitted and accepted by all concerned: "For service where a minimum and maximum rate is shown men will be started at the minimum rate and increased after each year's service 15 cents per day until maximum rate is reached, and after five years' continuous service, will receive maximum rate for class of service performed.

Section No. 13, *Clause* (*b*). The above mentioned has been struck out by mutual consent.

To sum up the position of this Company generally. Whilst there has been a gradual but persistent increase in the cost of all materials required in the maintenance and operation of the Railway for years past the same period has also been an active one in demands for reduction in freight and passenger rates. These demands have had its effect on the revenue of the Company as is evidenced from the Annual Reports of the Company for the past four years submitted herewith. The basis of freight earnings is the rate received per ton mile, and below is submitted a memorandum showing the rates received by this Company for freight hauled per ton mile from 1907 to 1910 inclusive, from which it will be seen that comparing 1910 with 1907 there has been an absolute reduction in earnings on freight hauled per ton mile of ·139 cents or equivalent to a loss of 15·92 per cent.:

1907	·873c
1908	·729c
1909	·736c
1910	·734c

There has also been a substantial reduction in revenue received per passenger per mile carried, the figures from 1907 to 1910 inclusive being as follows:

1907	2·835c
1908	2·381c
1909	2·344c
1910	2·184c

Showing that comparing 1910 with 1907 there has been an actual reduction in earnings per passenger per mile of ·681c or equivalent to a loss of twenty-four per cent.

In order to keep pace with the demand of its employés for increased wages this Company has been compelled to spend large sums of money for heavier motive power and larger capacity cars, which made it necessary in turn to spend large sums on maintenance-of-way and the reconstruction of bridges and trestles to enable it to haul heavier and longer trains and thus offset in some degree the large increase in Operating Charges. This Company's Annual Statement already referred to shows they have been barely able to do so.

For years past the Canadian Northern Railway has carried on an active construction organization. Its owners have unlimited faith in the country, and in its development many miles of road have been constructed which cannot reach a profitable stage for some time to come. In the meantime the capital has been

secured and the interest on the investment has to be paid although the earnings from such lines may not be sufficient to do so. In addition to that this Company is confronted with demands for reduction of tariffs, both freight and passenger, and on the other hand equally persistent demands for increased wages from all classes of employés, so that in endeavouring to meet both conditions in a reasonable way the Company has not been able to do more than make net earnings enough to pay its fixed charges. Inasmuch further as the territory tributary to this Company is to a large extent competitive with other Companies, any surplus revenue has to be expended to meet conditions arising from this cause. The Common Stockholders have not yet received any dividends and the prospects are because of this growing necessity cannot expect to receive any return on their stock in the immediate future.

Arguments have been advanced that in certain cities and towns labour has been paid a higher rate per day than this Company has paid. Objection is not taken to that comparison as a careful analysis of the matter will show that in cities like Winnipeg where it has been stated labour has been paid during certain periods of the summer months $2.00 per day that such rate of pay was only in force for about five months of a year, and that the same labour is available, and can be secured by any Railway Company for the balance of the time in each year at a rate not exceeding $1.50 per day, whereas this Company pays $1.75 per day the year round in accordance with the schedule under review.

It should also be borne in mind that this Company gives to its employés free transportation under certain conditions and in respect to its section foremen who live in Company's dwellings they have the advantage of a very low rental in addition to which they not only receive free transportation for themselves and families but the Company's Roadmasters in the past have also given the section foremen and sectionmen (who are married) the privilege of using old ties removed from the track for fuel, in consequence of which we venture to say that only in exceptional cases has it been necessary for any of the Company's Road Department employés to purchase fuel.

It should also be pointed out that on account of the rapid expansion of the Canadian Northern, employés for several years past have received promotion much more rapidly than they could reasonably expect with Companies of older standing, which has been the means of substantially increasing the wages of such employés effected.

This Company submits herewith a statement of wages paid, showing also by way of comparison the wages of the Great Northern and the Northern Pacific Railways, from which it will be seen that the rates paid by this Company at the present time are in excess of either the Great Northern or the Northern Pacific, although all the Companies in question are operating in territory where the conditions are practically similar.

This Company is also of the opinion that the most accurate and perhaps most simple way of dealing with the matter of wages is to deal with it on the basis of a rate per hour; in fact to adopt the same rule as far as practicable in respect to its maintenance-of-way schedule now under discussion as obtains in the payment of wages to labour generally.

For these and other reasons advanced this Company cannot agree to any increase in wages.

III. REPORT OF BOARD IN DISPUTE BETWEEN THE NORTH ATLANTIC COLLIERIES COMPANY, LIMITED, OF PORT MORIEN, N.S., AND ITS EMPLOYEES.

THE Minister of Labour received, on March 24, the report of the Board of Conciliation and Investigation established to inquire into certain matters in dispute between the North Atlantic Collieries Company, of Port Morien, N.S., and its employés.

It was stated in the application that

the number of employés affected in this dispute was 110 directly, and 150 indirectly; also that the dispute related to a proposed reduction of wages by the Company.

A Board was established by the Minister, on February 16. The report of the Board was signed by the three members, namely: Mr. Duncan G. MacDonald, of Sydney Mines, N.S., member appointed on behalf of the Company; Mr. Alexander McKinnon, of Glace Bay, N.S., member appointed on behalf of the employés concerned; and Professor Robert Magill, of Halifax, N.S., Chairman, appointed by the Minister, in the absence of any joint recommendation from the foregoing.

In its report the Board says: "The Manager stated that for three years the Company has been in a difficult position. No dividends were paid with stock, common or preferred, interest with bonds was paid out of capital, and the Company failed to make even operating expenses. When the Board met the Company had gone into liquidation. The Eastern Trust Company, as Trustees for the bondholders, had taken charge and had dispensed with the services of the men except a few required to keep the mine unwatered." The Board was of opinion that the only purpose which it could serve was to discuss the situation with the representatives of the men, and the Manager and to report the same to the Department.

In its report the Board further says: "The issue was in general the rate of wages to be paid to the cutters, but it varied in the two sections of the mine. The Company proposed to enforce what it called the 'usual winter rate,' in the old section to be paid during the winter months, and it proposed a permanent schedule of rates for the new section, and in both sections the proposed rates were reductions as compared with the rates paid in the old section when the dispute began."

The report deals in part with an alleged violation on the Company's part of section 57 of the Act, in respect of which "it appears to the Board that the Company did in the words of section 57 of the Act 'alter the conditions of employment with respect to wages'. The 'Union did not agree to this, having applied for a Board, but individual miners did, according to the Manager.

"The representatives of the Union claim that the Company violated section 57 of the Act. It appears to the Board that as a Board had been applied for on the whole dispute, no such change should have been put into force by the Company until the Department had granted or refused the application, and until the Board, if granted, had finished its work."

The Board also finds that there is no doubt of the gravity of the Company's financial condition, but observes that the responsibility for this condition would require a more thorough and more formal investigation than this Board has so far attempted.

Report of Board.

The text of the report of the Board of Conciliation and Investigation in this matter is as follows:—

To the Honourable,
The Minister of Labour,

In the matter of the Industrial Disputes Investigation Act and in the matter of the dispute between the North Atlantic Collieries Company and its employés.

The Financial Position of the Company.—The Manager stated that for three years the Company had been in a difficult position. No dividends were paid with stock, common or preferred, interest with bonds was paid out of capital, and the Company failed to make even operating expenses. When the Board met, the Company had gone into liquidation. The Eastern Trust Company, as Trustees for the bondholders, had taken charge and had dispensed with the services of the men, except a few required to keep the mine unwatered.

Work of the Board.—Since the Industrial Disputes Investigation Act became law no Board of Conciliation has met

under such circumstances as obtain in this case. For the present, there are neither employés nor employers. The parties to the dispute have ceased to be, so far as the relation of employer and employé is concerned. The main purpose of Boards of Conciliation is to conciliate two parties, but in this case there are no parties to be conciliated. The members of the Board, the representatives of the men, and the Manager of the Company, agreed that it would be useless to attempt to draw up a schedule of rates of wages for the future. The only function left to the Board was to discuss the situation with the representatives of the men, and the Manager, and to report the circumstances to the Department.

The Strength of the Union.—The only labour organization at Port Morien is that of the United Mine Workers. A year ago the local union included in its membership a majority of the employés of the Company. During the summer months the membership decreased. Exoneration from payment of dues was granted, and the membership increased again during the present winter. When the dispute began the membership included most of the employés. The Manager of the Company based his estimate of the numerical strength of the Union on statements made to him about the number of those who had paid their dues. Because of the exoneration, however, the total membership was much larger than his estimate, and so far as numbers was concerned, the Union could fairly claim to include a majority of the employés of the Company.

The Two Sections of the Mine.—Till last summer the North Atlantic Collieries Company mined its own area, and this area is the old section. The distance from the shaft to this area is from 1 mile upwards, and it imposes a considerable cost of haulage upon the Company, and on the average two hours a day walking upon the men in going to and returning from the working places. Further in this area it was difficult to use mechanical cutters, the percentages of stone and slack were high, and the whole lay-out of the mine, and the plant according to the Manager, were such as to make operations expensive.

Between the shaft and this area lay an area owned but not mined by the Dominion Coal Company. The North Atlantic Collieries Company leased this area last summer, paying the Dominion Coal Company a royalty of 10 cents per ton. (This was in addition to the Provincial royalty.) This area is the new section of the mine.

If the North Atlantic Collieries Company was mining at a loss it seems strange that they should undertake to mine another area in which they would have to pay an additional royalty of 10 cents per ton. They believed, however, that the conditions in the new area would be more favourable, that the distance underground would be reduced, that the haulage would cost less, that machine-cutting would be facilitated, that the percentage of slack would be reduced, that the whole lay-out of the work would be better, and that the time spent by the men in going to and from their working places would be reduced fifty per cent. Development was accordingly proceeded with in the new section, and continued more or less till the beginning of the present year.

The Issues Under Dispute.—The issue was in general the rate of wages to be paid to the cutters, but it varied in the two sections of the mine. The Company proposed to enforce what it called the "usual winter rate" in the old section, to be paid during the winter months, and it proposed a permanent schedule of rates for the new section, and in both sections the proposed rates were reductions as compared with the rates paid in the old section when the dispute began.

The Winter Rate Question.—Three and a half years ago the Company offered an advance in the cutters' rates of about 9 cents per ton in order to secure men. In the winter of 1908–9 they asked the men to agree to a reduction for the months of January, February, March and April, and the men agreed, on the condition that the higher rate should be re-established in the spring.

Further, there had been previous to that winter, two bonuses paid, one of $1

per fortnight for full time worked, and one of 25 cents per ton for all coal cut over three tons per day.

In the spring, these bonuses were not restored, but the higher rate was restored.

Last winter the Company did not ask for this reduction. This winter the Company notified the men that this temporary reduction would be enforced. They did so because of their financial difficulties and because climatic conditions impose special difficulties during those months. Storms and snow affect the mining and the shipping, and often makes banking necessary, and banking involves extra handling, increases the percentage of slack, and thus tends on the one hand to increase the cost of production, and on the other to decrease the price obtained for the coal.

When the reduction was proposed this winter the men objected. Their reasons were that they had consented to it two years ago only in order to assist the Company, that the banking of say twenty-five per cent. of the coal, even if it were necessary, would not involve much extra cost, that the increased cost of living made it impossible for them to accept any reduction, and that they had heard of the financial troubles of the Company too often to believe in them any longer.

It appeared that the lower rates in the old section would have affected about seventy-six miners for sixteen weeks. The average absenteeism among the men is a little over one day per week per man. Taking these figures as a basis for calculation, the men affected would have earned during those sixteen weeks $10.40 each less than under the higher rate, and that the Company would have saved on the wages $780. This amount would not have saved the Company. And on the other hand the men affected could have had during the sixteen weeks sixteen days on which they could either rest or work. Did they choose to work five of these days, they could earn the $10.40.

Of the three representatives chosen by the men to put their case before the Board, two were employés of the Company, and these gave it as their opinion that had the men realized the gravity of the situation, they would, had they been asked, have met the Company in an endeavour to adjust this matter. So far as this issue is concerned, the Board believes that had the men realized how matters actually stood, there would have been little difficulty in reaching a settlement.

The Proposed Permanent Rates for the New Section.—The Company expected to do better in the new section than in the old. They expected, for example, to make greater use of mechanical cutters, to secure a larger output, to reduce the percentage of slack, and to lessen the cost of shipping. Further, they expected that the men would be able under the new conditions to cut more coal, so that a reduction in the rate of wages would not involve a reduction in the total amount of wages earned per man. These expectations had still to be tested. The operations in the new area have been so far chiefly development work, and they do not afford much ground for testing whether these expectations were justifiable or not. The men believed that the reduced rate would mean a reduced total amount of wages, and they refused to agree to any such permanent reduction.

This was the graver issue of the two. A Board of Conciliation was applied for. Some men then went to work in the old section at the reduced winter rate. The representatives of the Union claim that these accepted the situation under protest and to avoid penalties under the Act. The machine cutters had already gone to work in the new section, at a compromised rate, but this was prior to the application for a Board. Any hand cutters that went to work in the new section at the reduced rate did so, according to the representatives of the Union, under protest. The Manager denies that there was any protest. There was delay in the appointment of the Board, and then the crash came. The Company owes the men about $9,000 in wages. Liens have been registered, and the Eastern Trust Company has intimated that it will pay.

In regard to the proposed rates for the

new sections the vital question for the men was whether, working the same number of hours and at the same pace as formerly, they could earn the same total amount of wages. They believed that they could not, and therefore they objected to the reduction of the rates. The Company believed that they could, and this belief, along with their general financial condition, led the Company to attempt to enforce the reduction.

As stated, the operations in the new section up till the time the dispute began were in the nature of development work; and they afforded no positive proof one way or the other. The proposed reduction was based on an expectation which might or might not be verified in the event. In the new section the Company had to pay an additional royalty of 10 cents per ton, though in the old section, where they did not have this extra royalty, they had failed to make operating expenses. So far as the Board could see the men might well fear that the reduced rate of wages might mean a reduced total of earnings, and they were justified in asking for a Board.

The application for a Board was decided upon on January 11, 1911, and it was duly forwarded. On January 25 the Company informed the Department that the winter rate had been accepted by the men for the old section, that a reduced rate had been accepted also for the new section, and that only a few men were idle.

It appears to the Board that the Company did in the words of Section 57 of the Act "alter the conditions of employment with respect to wages". The Union did not agree to this, having applied for a Board, but individual miners did, according to the Manager.

The representatives of the Union claim that the Company violated Section 57 of the Act. It appears to the Board that as a Board had been applied for on the whole dispute, no such change should have been put into force by the Company, until the Department had granted or refused the application, and until the Board, if granted, had finished its work.

Conclusion.—The Company submitted its books to the inspection of the Board, and there is no doubt about the reality and the gravity of the financial condition. The responsibility for this condition would require a more thorough and a more formal investigation than the Board has so far attempted. It seems to the Board, however, that the responsibility does not lie either upon the men or the present management. The present dispute about the winter rate in the old section and the permanent rates in the new section is not the cause of the financial crisis. This dispute might have been settled by a Board of Conciliation had it met in time, but the crisis would not have been averted thereby. It has been suggested to the Board that an investigation should be conducted with the object of:—

1. Fixing definitely the responsibility for the crisis.

2. Determining accurately how the proposed reduction would affect the total earnings of the men.

The present Board, however, believes that it is their duty to submit the matter to the Department, at the present juncture, and to leave the question of the necessity or advisability of such further investigation to the Department.

Dated this twentieth day of March, at Sydney.

(*Sgd.*) ROBERT MAGILL, *Chairman.*
" DUNCAN G. MCDONALD.
" ALEXANDER MACKINNON.

THE COMBINES INVESTIGATION ACT.—INVESTIGATION OF ALLEGED COMBINE IN SHOEMAKING MACHINERY.

IN the March number of the *Labour Gazette* reference has been made to an order under the Combines Investigation Act which was granted on February 25 by the Honourable Mr. Justice L. J. Cannon, of the Superior Court, Quebec, for the establishment of a Board of Investigation to inquire into the existence of an alleged combine on the part of the United Shoe Machinery Company

of Canada, in respect of the manufacture and sale of shoemaking machinery.[1]

On receipt of the above order in the Department, communications were at once addressed to Mr. A. Falconer, K.C., of Montreal, on behalf of the applicants, and to Mr. Frank W. Knowlton, of Montreal, Manager of the United Shoe Machinery Company of Canada, on behalf of the persons named in the Judge's order as being concerned in the alleged combine, stating that the Minister of Labour was proceeding forthwith to establish a Board in this matter as directed, and calling upon each of the parties concerned to furnish him with the name of a person qualified and ready to act as a member of the Board. Mr. Joseph C. Walsh, Journalist, of Montreal, and Mr. William J. White, K.C., of Montreal, were appointed by the Minister as members of the Board, on the recommendation respectively of the applicants and of the persons named in the Judge's order as being concerned in the alleged combine. The Board was completed on March 16, by the appointment of the Honourable Mr. Justice Charles Laurendeau, of the Superior Court, Montreal, as third member and Chairman, this appointment being made on the joint recommendation of the other two members of the Board.

On March 1, the Minister received from Messrs. McGibbon, Casgrain & Mitchell, of Montreal, Solicitors for the United Shoe Machinery Company of Canada, a certified copy of an inscription in appeal to the Court of King's Bench from the Judge's order for investigation in this matter; also a list of proceedings in the above Court showing that the appeal in question had been instituted.

The Department was informed that the preliminary meeting of the Board of Investigation was held in Montreal, on March 21, adjournment being made in order to afford time for the employment of clerical and stenographic assistance and for purposes of organization.

On March 22, a petition was filed on behalf of the United Shoe Machinery Company of Canada in the Superior Court, Montreal, for the issue of a writ of prohibition enjoining the above mentioned Board of Investigation from proceeding with its inquiry, also asking that it be declared that the said Board of Investigation was acting without jurisdiction and illegally, and that the appointment of the said Board be declared illegal. The petition in question recited the proceedings which had already taken place before Judge Cannon, in Quebec, and asked that the Judge's order and the appointment of the Board be declared illegal, for among others, the following reasons: Because the application was invalid; because the application was not made by six persons, British subjects resident in Canada, to the detriment of whom the alleged combine operated as consumers or producers; because no order for investigation should have been given without the United Shoe Machinery Company having an opportunity of answering the same and filing a defence, and also having an opportunity of showing that the same was unfounded in law and in fact; because the Company's defence and answer to the said application were rejected by Judge Cannon; because the Board of Investigation had illegally purported to act as a tribunal of inferior jurisdiction and assumed a jurisdiction which it did not in law possess; because the constitutional rights of the Company had been violated and set aside; because an appeal from the order of Judge Cannon had been legally instituted by which the execution of the Judge's order was by law suspended until final adjudication upon the said appeal, the Board having no right to proceed in the premises until the said appeal had been finally adjudicated upon.

Upon being apprised of the above petition of the United Shoe Machinery Company of Canada, Mr. Amie Geoffrion, K.C., of Montreal, was instructed on March 23 to appear on behalf of the Dominion Government to oppose the issue of such writ of prohibition. The hearing of the petition was held before

[1] See *Labour Gazette* for March, 1911, pages 969 to 974, for the terms of Judge's order and reference to application of Napoleon Drouin and others, of Quebec, which the same was based.

the Honourable Mr. Justice A. A. Bruneau, of the Superior Court, Montreal, judgment being given by the Court on April 1, which permitted the issue of a writ of prohibition against the Board of Investigation, and also granted an interlocutory order suspending proceedings before the Board until June 15 next.

BRITISH COLUMBIA FEDERATION OF LABOUR—ANNUAL CONVENTION.

WITH delegates present from almost every section of the Province, the British Columbia Federation of Labour, organized last year, opened its convention in the Labour Hall, Victoria, B.C., on Monday morning, March 13, 1911. Mr. J. C. Watters, president of the Victoria Trades and Labour Council occupied the chair. Addresses of welcome were delivered by Premier McBride on behalf of the Province and Mayor Morley on behalf of the city.

Reports were read from various officials. Secretary Pettipiece reported that the expectations of the founders of the Federation had been greatly exceeded. Three central bodies and forty-five local unions have affiliated.

After discussion the following resolution was carried: "Whereas the spread of technical education is both inevitable and ultimately desirable in the best interests of the working class: Therefore, be it resolved that this convention is in favor of the establishment of an educational institution, supported and controlled by organized labour, for the instruction of its members in the fundamental principles of our modern industrial system."

Another resolution carried was to the following effect: "That the Executive Council of the Federation be instructed to request the Provincial Government to have inserted in the contracts for the erection of the new provincial university a clause that wages shall not be less than the minimum union rate of wages established in Vancouver for respective crafts."

Resolutions endorsing the strike of the machinists to establish the eight-hour day, and the action of the Trades and Labour Council of Vancouver in calling for a commission to investigate the price of coal in British Columbia, were carried.

A resolution, protesting against assisted immigration was adopted, the immigration methods of the Salvation Army Army being severely criticized. A resolution was offered that a delegate should be sent to England to offset the work of these immigration societies, but was defeated on division.

The Convention went on record in favour of a universal work day of not more than eight hours. The following resolution was unanimously passed: "Resolved, that the British Columbia Federation of Labour urges upon the membership of organized labour the necessity of supporting those candidates who are pledged to support the interest of the working class."

A resolution demanding sanitary conditions in bake shops was passed. It was ordered that copies of Premier McBride's reply to a memorial of the Trades and Labour Congress, be sent to all labour organizations in the Province. The Federation advocated the entire exclusion of Chinese, or failing that, that the head tax be raised from $500 to $1,000. Other resolutions were passed, protesting against marching prisoners through the streets and permitting them to compete with free labour; in favour of the principle of co-operation; asking an eight-hour day for all women employés; condemning abuses of the Factory Act as practised in laundries, and in favour of the initiative, referendum and recall.

Two fraternal delegates were present from the Washington State Federation of Labour, and one from the Western Federation of Miners.

There were more than sixty delegates in attendance.

The following officers were elected: President, J. C. Watters, Victoria Trades and Labour Council; first vice-president, J. W. Wilkinson, Vancouver, Amalgamated Society of Carpenters and Joiners; second vice-president, R. A. Stoney,

New Westminster Typographical Union; third vice-president, C. Sivertz, Victoria letter carriers; fourth vice-president, J. H. McVety, Vancouver Machinists' Union; general secretary, R. P. Pettipiece, Vancouver, Trades and Labour Council; secretary-treasurer, Victor R. Midgley, Ladners, Trades and Labour Council; J. C. Watters, delegate to the Dominion Trades and Labour Congress, Calgary, next September; R. P. Pettipiece, fraternal delegate to the Washington State Convention at Spokane, January 1912.

FAIR WAGES ENFORCEMENT AND FACTORY INSPECTION IN SASKATCHEWAN.

IN the Province of Saskatchewan, the payment of fair wages is secured to all workmen engaged on public works by a clause inserted in all Government contracts, which provides that: "The contractor shall employ none but skilled workmen and their apprentices, and shall not pay less than the average rate of wages paid in the locality where the work is being done." In order to see to the carrying out of this clause, a Fair Wages Officer was appointed in September, 1909, whose duty it is to investigate all complaints as to the violation of this clause.

In the First Annual Report of the "Fair Wages Officer", covering the year 1910, a copy of which has been furnished to the Department, a detailed account is given of all the occasions in which his intervention was sought. The occupations of the men who claimed not to be receiving current wages comprised the laying of plaster block, electrical working, painting, unskilled labour, and carpenters. The claims of the men were allowed in three cases, and disallowed in two. In the investigation of a claim affecting unskilled labour at Regina during November, it was found that there had been a wholesale reduction in wages for this class of employés, but that there was practically no average rate that was anything like permanent. One strike was settled through the friendly mediation of the Fair Wages Officer, but two others which took place at Regina did not come within his province, as they did not concern questions of wages or hours of labour.

The year was stated to have been an exceedingly prosperous one for mechanics in the various branches of outside employment. Unskilled labour was in very active demand, and in places there was a shortage in this class of employment, causing a sharp advance in wages.

Factory Inspection.

On April 4, 1910, Mr. T. M. Molloy, the Fair Wages Officer, was appointed also the Inspector of Factories for Saskatchewan. His First Annual Report covers the nine months ending December 31, 1910. The work of the year consisted chiefly in securing lists of industries throughout the province, and in acquainting factory managers and employés with their duties, rights and privileges under the Factories Act. Copies of the Act were mailed to factory managers and to architects, and letters were sent to the latter, drawing their attention to the provisions respecting to the construction of buildings to be used as factories.

Child Labour.

According to the Factories Act of Saskatchewan, the age of admission into factories is fixed at fourteen years. Establishments with less than six employés are not within the scope of the Act. Twelve children under age were found to be employed in factories contrary to the law. In each case the immediate discharge of the child was ordered. Many children were found to be working in smaller establishments, but they could not be prevented by the inspector. Recommendations are made that children between the ages of fourteen and sixteen years should be required to be able to read and write before being allowed to work in factories, and that the Truancy Act should be more

strictly and generally enforced in the case of messenger boys, delivery boys, elevator boys, bell boys in hotels, and young girls working as domestics and millinery and dressmaking apprentices.

Forty-five Hour Week.

The introduction of the compulsory forty-five hour week is stated to have caused some inconvenience and hardship on certain employers. Sixteen overtime permits were granted, covering in all 149 days. Twelve of these permits were issued to steam laundries. Three prosecutions were made under the Act for violation of the forty-five hour week.

Sanitation.

Much attention was given to the question of sanitation. While many places were found to be poorly equipped in this respect, in every instance except one the instructions of the inspectors were promptly carried out.

Accidents.

In was found that with few exceptions little consideration had been given to the guarding of machinery by employers, in many cases unprotected drive belts and shafts being placed within a few inches of the floor. Orders were given that these should be boxed, that set screws be cut down or covered in, that railings be placed around openings in floors, that bevel gear wheels be covered, that fly wheels be boxed, and that shafting having keys or key-ways exposed be guarded.

During the year, thirteen accidents to employés were reported, of which one was fatal. In six cases, fingers were cut. The other injuries consisted of cuts of the hand, wrist, and arm, a bruised shoulder, scalded face, and wounded leg. The one fatal accident was caused by a crushed skull.

WELFARE WORK BY THE McCLARY MANUFACTURING COMPANY, LONDON, ONT.

A WELFARE Department was organized about a year ago by the McClary Manufacturing Company of London, Ont., to operate in conjunction with the benefit society for the well-being of its employés. The McClary Company is one of the first of Canadian manufacturers to take up this work seriously. In reviewing what has been accomplished during the year, the results are very gratifying to the Company, since they feel assured that, through the efforts of the Department, much good has been done among their employés.

"Welfare work" as applied to factory or shop employés is interpreted to mean "anything done by the employers for the welfare of their employés, which they are not compelled by law, or expected by common custom to do." Some of the things coming under this head, which the McClary Company has done, are outlined below.

The Welfare Department employs a graduate nurse in the person of Mrs. Reynolds, who advises as to the sanitary conditions throughout the plant, gives first aid assistance in cases of accident, dresses wounds of such persons until completely recovered, and visits employés at their homes in case of sickness. Mrs. Reynolds has a perfectly appointed hospital at the foundry plant in the east end of the city, and also one at the Wares plant down-town. During the past year, she attended twenty-six accidents, 619 dressings, and made 240 visits.

There is also a café at each plant where a chef is employed, and wholesome food supplied at cost to those who care to avail themselves of it. An average of 360 lunches per day are served.

There is a library at each plant, in connection with which thanks are due Mr. W. S. Leslie, of Montreal, for a gift of thirty-one excellent books to the library at the down-town plant, and to the public library, which has loaned

forty volumes. The Company is also indebted to Rev. Mr. Howard, Rev. Father McKeon, and Mr. P. H. Millman for donations of books to the Foundry library, and some technical works have been loaned to it by the Superintendent, Mr. F. King, and Mr. W. Pepper. The libraries have proved a much-appreciated branch of the work, and are well patronized.

Other features of the work are dining rooms, with separate lunch and rest rooms for girls, games and entertainments or lectures for the winter noon-hours, and tennis and baseball grounds for summer recreation.

The Company hopes during the year to add to this list other items which will further increase the comfort and enjoyment of their large and efficient staff of work-people.

PEOPLE'S BANK OF LEVIS, QUE.—TENTH ANNUAL REPORT.

THE tenth annual report of the People's Bank of Levis, Que., of which a copy was received at the Department during March, covers the operations of the bank during the year ended November 30, 1910. The operations of the year were more successful than ever before. The total assets of the Bank now stand at $128,618.11, compared with $102,870.35 in the previous year. Share capital increased by $12,573, and savings by $10,337, while profits were $6,172 compared with $4,861.72 last year. The volume of general operations increased by $270,108 during the year, whereas last year it increased by $117,423. It has, therefore, doubled during the year, giving a monthly increase of $22,509 against one of $12,723 the year before, until it has now reached $887,591.69. The number of loans granted was 788, against 638 in the previous year, while the amount loaned was $136,903.49, compared with $110,404.47 in the preceding year. As in past years these loans have been made without loss. The bank has now a reserve of $5,146.37. There are now fifty-three of these banks established throughout the Province of Quebec, and others in Ontario and the United States. A section of the report states that the results obtained by the establishment of school savings banks in the Town of Levis and vicinity have been most gratifying, the economies thus realized after three year's operations amounting to the sum of $4,649.08.

THE INDUSTRIAL EDUCATION ACT OF ONTARIO, 1911.

WITH the prorogation on March 25 of the Ontario Legislature, an important act "respecting Education for Industrial Purposes" went into force in that Province. The Act provides for a considerable enlargement of the facilities offered for industrial training, under the supervision of the Provincial Department of Education, and is largely the outcome of a special report on technical Education by the Superintendent of Education for the Province, Dr. John Seath.*

The Act is divided into two parts, the first of which has reference to industrial, technical and art schools, and the second, to agricultural and commercial departments of schools.

Industrial, Technical and Art Schools.

The Act sets forth that, with the approval of the Minister of Education, a high school board or board of education of any city, town or village, may provide for the instruction of duly admitted pupils in the following classes of schools:

(1) General Industrial Schools for instruction in such subjects as may form a basal preparation for the trades, including work-shop practice, with correlated drawing, English, and practical mathematics and science, and continuing the essential subjects of a good general education.

(2) Special Industrial Schools, providing for instruc-

*A review of this report is published in the next following article.

tion in the theoretical and practical work of particular trades carried on in the city, town or village, and when deemed desirable in the essential subjects of a good general education.

(3) Technical High Schools and departments of High Schools for the training of duly admitted High School pupils for minor directive positions in industrial establishments.

(4) Co-operative Industrial Schools in which and under such conditions as may be agreed upon between the Board and the employer: (*a*) apprentices, whether articled or not, employed in the workshops may receive in the day schools instruction bearing upon their trades; and (*b*) pupils attending the day schools may receive practical instruction in the workshops.

(5) Schools for instruction in the Fine and Applied Arts.

(6) Industrial, Technical and Art Evening Schools, in which workmen and workwomen employed during the day may receive theoretical and practical instruction in their trades.

Pupils may be admitted to a special or a general or a corporative industrial school from the fourth form of the public or the separate school.

Management of Technical Schools.

The Act provides for the management and control of schools established as above by a committee of twelve persons, the members of which shall be appointed by the School Board as follows:—

(*a*) Six members of the Board, including one representative of the Board of Public School Trustees and one representative of the Board of Separate School Trustees, if any;

(*b*) Three persons not members of the Board who are engaged as employés in the manufacturing or other industries carried on in the local municipality or in the county in which the school is situate; and

(*c*) Three other persons not members of the Board who are employers of labour or directors of companies employing labour in manufacturing or other industries carried on in the local municipality or in the county in which the school is situate.

This committee is to be known as the Advisory Industrial Committee. Where more than one technical or industrial school exists, a separate committee may be appointed for each school or the Board may place two or more of the schools under one committee. Where two or more committees are appointed, the members of the Board may be appointed to more than one committee, except these specified under clauses (*b*) and (*c*) above. The Act also sets forth in detail the method of appointing committees, the tenure of office of members, the filling of vacancies, and the qualification of members. The powers of the committee are defined as follows:—

(1) Subject to the approval of the Minister and the Board, every Advisory Industrial Committee shall have authority: (*a*) to provide a suitable site and building and suitable equipment; (*b*) to arrange for conducting the school or any classes thereof in a High, Public or Continuation School or other building in the municipality; and (*c*) to prescribe courses of study and provide for examinations and diplomas.

(2) Subject to the approval of the Board, every Advisory Industrial Committee shall have authority: (*a*) to employ and dismiss teachers and fix their salaries; (*b*) to visit and report on the school or schools in its charge; (*c*) to fix the fees payable by pupils in attendance; (*d*) to submit annually to the Board at such date as the Board may require an estimate of the amount required to carry on the work of the school during the next calendar year; and (*e*) generally to do all other things necessary for carrying out the true object and intent of this Act with respect to any school which may be established thereunder.

The cost of establishing a school is to be provided in the same manner as in the case of a high school.

Regulations under the Act are to deal with the following questions: (1) the the qualifications of teachers; (2) the courses of study; (3) the character of the site, accommodations, and equipment; (4) the maximum and minimum fees that may be charged to pupils; and (5) generally as to any matter relating to the conduct and efficiency of the schools not herein expressly provided for.

Agricultural and Commercial Education.

With regard to agricultural and commercial departments of high schools, the board in control of the same is required to appoint a committee of management consisting in each case of eight persons, (*a*) four of whom shall be members of the Board, including one representative of the Board of Public School Trustees and one of the Board of Separate School Trustees, if any; and (*b*) four of whom shall be resident ratepayers of the local municipality or of the county in which the school or department is situated, but not members of the Board, each appointee being also a British subject of the full age of twenty-one years and actually engaged in agricultural or commercial pursuits, and, in the judgment of the Board, competent to advise and give other assistance in the management of the departments or schools.

Such Committees shall be respectively known as the Advisory Agricultural Com-

mittee and the Advisory Commercial Committee.

The Act after providing for the appointment and tenure of office of the committee defines its powers as follows:—

Subject to the approval of the Minister and the Board, every Advisory Agricultural Committee and every Advisory Commercial Committee shall have authority to prescribe courses of study and provide for examinations and diplomas; and, subject to the approval of the Board, (*a*) to visit and report on the school or department under its charge; to provide accommodations, equipment and supplies; (*b*) to fix the fees payable by pupils in attendance; (*c*) to submit annually during the month of January to the Board an estimate of the amount required to carry on the work of the school or department during the ensuing year; and (*d*) generally to do all other things necessary for carrying out the true object and intent of Part II of this Act.

Legislation Repealed.

In view of the above, the Act respecting Technical Schools and certain paragraphs of the Public Libraries' Act and Consolidated Municipal Act relating to technical education are repealed.

REPORT ON TECHNICAL EDUCATION BY SUPERINTENDENT FOR EDUCATION IN ONTARIO.*

A REPORT on Education for Industrial Purposes issued by the Department of Education, of Ontario, comprises an account of technical schools and other similar institutions abroad which were visited by Mr. John Seath, Superintendent of Education for Ontario. The countries in which the schools described are situated are: England, Scotland, France, Switzerland, Germany and the United States. An account is also given of the present condition of technical education in the Province of Ontario, and in three appendices to the report there are shown the attitude of interested public bodies, the opinions of employers of labour and of educationists, and the laws of Ontario respecting technical education and regulations of the Department of Education on the subject.

In the summary of recommendations, it is stated that the fundamental requirements are a good general education as an essential preparation for all vocations, and a closer connection between our schools and the activities of life. To meet these requirements the following changes are recommended: The extension of the present provision for teaching household science and manual training for the benefit of those who leave school at or before fourteen. For those who remain at school after fourteen, the establishment of the following classes of day schools: (1) The General Industrial School with courses in shop work, and in English, Mathematics, and Science related thereto. (2) The Special Industrial School, providing for the trades and similar occupations, and (3) The Technical High School or High School Department, for pupils who will remain three or four years at school and are preparing for directive positions in connection with the industries.

In the case of workpeople engaged by day, the establishment of the following classes of schools is recommended:

1. The Apprenticeship School, in which the apprentice attends for part time the Day Industrial School, and the Day or Evening Apprenticeship School provided by the employer himself.

2. The Evening School, supplementing the day shop-work by instruction in the evening.

3. The Correspondence-Study School, providing instruction partly by correspondence and partly by a staff of travelling teachers.

The establishment of an Ontario Industrial and Technical College with an industrial museum is recommended, for the training of all grades of industrial teachers, of workmen who have already spent some years in apprenticeship, and of advanced pupils, and for the conduct of a Correspondence-Study School with travelling teachers.

Each industrial centre should rank as a unit for the purposes of organization, and a special departmental officer should be appointed to act as Director of Industrial and Technical Schools, and to assist

*Education for Industrial Purposes. A report by John Seath, Superintendent of Education for Ontario. Toronto: King's Printer, 1911. Pages, 390.

local School Boards in their establishment.

It is suggested that the Dominion Government should establish an Institute of Industrial Research, for the advancement of the trades, as the Dominion has already done in the case of agriculture, mining and other departments.

For the fostering of the Fine Arts and the special education of workmen in the more artistic trades, it is recommended that there should be further extension of the provision for art and drawing in the primary and secondary schools, and that a Central Art School should be established in Toronto with both day and evening classes, and other Art Schools in other centres of the Province.

For the purpose of agricultural education, the further extension of nature study and elementary agriculture in the primary schools is recommended, and the re-organization of the provision for agriculture in the high and continuation schools, as a step in the development of school departments of agriculture and agricultural high and continuation schools. The appointment of a special departmental officer to act as Director and Inspector of the Primary and Secondary agricultural classes is also suggested.

REVIEW OF PARLIAMENTARY PROCEEDINGS AFFECTING LABOUR DURING MARCH, 1911.

A BILL to prohibit the improper use of opium and other drugs, to which reference has been made in the December, February and March numbers of the *Labour Gazette*, was considered by the Senate in Committee of the Whole on March 15, March 22 and March 23, and subjected to amendment in certain respects, in which form it received third reading on March 28. The amendments referred to did not affect the principle of the Bill, the most important change being the addition of certain substances to the schedule of the Bill. As adopted by the House of Commons the measure was designed to apply a strict regulation to the sale and use of opium, morphine and cocaine. The Bill as amended by the Senate will regulate the sale and use of opium, morphine, its salts and compounds thereof, cocaine, its salts and compounds thereof, and eucaine, its salts and compounds thereof.

The extension of the Bill in this respect was deemed advisable to the end that it might effectually suppress the traffic in habit-forming drugs which is understood to have already attained considerable proportions in some parts of the country. The drug eucaine which has been added to the schedule is one having somewhat similar properties to cocaine.

At the end of the month the Bill awaited concurrence by the House of Commons in the Senate amendments above mentioned.

In the Senate on March 23, Honourable Mr. Campbell moved the second reading of Bill No. 3.—*An Act respecting Hours of Labour on Public Works.* This motion was followed by a debate participated in by a number of the members of the Senate. The debate on the second reading of the Bill was continued in the Senate on March 28.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published except where otherwise stated, by courtesy of the Department of the Interior, Canada.

DURING March, 1911, the inflow of immigrants into Canada was reported heavier than in any previous year at this time. Steamships from Bristol have been compelled to stop bookings owing to lack of accommodation. The officials add that the class of immigrants offering is the very best possible. The latest official returns of the movement are as follows:—

British Emigration to Canada.

During the month ending February 28, 1911, compared with February, 1910, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

	NATIONALITY.															
	English.		Welsh.		Scottish.		Irish.		British Colonial.		Total British Subjects.		Foreign.		Total.	
	1911	1910	1911	1910	1911	1910	1911	1910	1911	1910	1911	1910	1911	1910	1911	1910
February, 1911	5,527	3,575	104	81	1,321	996	117	141	226	123	7,295	4,916	1,014	1,942	8,309	6,858

The total immigration above mentioned during the two months ended February 28, 1911-1910, was as follows:—

	1911	1910	1911	1910	1911	1910	1911	1910	1911	1910	1911	1910	1911	1910	1911	1910
During Jan., Feb.'11	7,561	5,267	141	147	1,720	1,442	197	175	302	169	9,921	7,200	1,698	3,219	11,619	10,41

Homestead Entries during February, 1911.

The following statement shows the number of homestead entries made during the month of February, 1911, as compared with February, 1910.

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF FEBRUARY, 1911, AS COMPARED WITH FEBRUARY, 1910.

AGENCY.	Manitoba.		Saskatchewan.		Alberta.		British Columbia	
	1911	1910	1911	1910	1911	1910	1911	1910
Battleford			62	67				
Brandon	6	4						
Calgary					213	371		
Dauphin	36	60						
Edmonton					237	234		
Estevan			27	30				
Humboldt			75	97				
Kamloops							9	15
Lethbridge					43	332		
Medicine Hat			47		85			
Moose Jaw			199	487				
New Westminster								2
Peace River					10	1		
Prince Albert			87	55				
Regina			15	23				
Red Deer					89	69		
Saskatoon			131	229				
Swift Current			139					
Winnipeg	82	97						
Yorkton			48	70				
Total	124	161	830	1,069	677	1,007	9	17

Total number of homestead entries for February, 1910 2,254
" 1911 1,637

Net decrease for February, 1911 617

A statement of the entries made during the first two months of the calendar year 1911, compared with the corresponding months of 1910, is as follows:—

MONTH.	Manitoba.		Saskatchewan.		Alberta.		British Columbia	
	1911	1910	1911	1910	1911	1910	1911	1910
January	144	152	642	976	568	1,558	6	12
February	121	161	830	1,069	677	1,007	9	17
Total	265	313	1,472	2,045	1,245	2,565	15	29

Recent Immigration Returns.

The following table gives a detailed return of the total immigration to Canada from April to January, fiscal year 1910–1911, compared with that of the corresponding months of the fiscal year 1909–1910:

TOTAL IMMIGRATION TO CANADA FROM APRIL TO FEBRUARY, FISCAL YEAR 1910–1911, COMPARED WITH THAT OF THE CORRESPONDING MONTHS OF 1909–1910.

	1909–1910.				1910–1911.				INCREASE.				Percentage of Increase
	Males	Females	Children	Totals	Males	Females	Children	Totals	Males	Females	Children	Totals	%
APRIL:													
Via ocean ports	8,057	2,021	1,550	11,628	19,420	4,811	3,588	27,819	11,363	2,790	2,038	16,191	139
From United States	7,642	2,361	2,606	12,609	11,924	3,951	4,488	20,363	4,282	1,590	1,882	7,754	61
Totals	15,699	4,382	4,156	24,237	31,344	8,762	8,076	48,182	15,645	4,380	3,920	23,945	99
MAY:													
Via ocean ports	10,513	4,283	3,127	17,923	20,856	7,329	5,210	33,395	10,343	3,046	2,083	15,472	86
From United States	7,115	1,925	2,067	11,107	8,508	2,938	2,748	14,194	1,393	1,013	681	3,087	28
Totals	17,628	6,208	5,194	29,030	29,364	10,267	7,958	47,589	11,736	4,059	2,764	18,559	64
JUNE:													
Via ocean ports	6,302	3,030	2,329	11,661	13,437	6,020	4,182	23,639	7,135	2,990	1,853	11,978	103
From United States	5,638	1,828	1,742	9,208	6,275	2,486	2,182	10,943	637	658	440	1,735	19
Totals	11,940	4,858	4,071	20,869	19,712	8,506	6,364	34,582	7,772	3,648	2,293	13,713	66
JULY:													
Via ocean ports	4,529	2,326	1,915	8,770	8,630	4,363	3,026	16,019	4,101	2,037	1,111	7,249	83
From United States	4,558	1,629	1,156	7,343	5,464	2,046	1,689	9,199	906	417	533	1,856	25
Totals	9,087	3,955	3,071	16,113	14,094	6,409	4,715	25,218	5,007	2,454	1,644	9,105	57
AUGUST:													
Via ocean ports	3,558	2,213	1,546	7,317	7,258	4,201	2,828	14,287	3,700	1,988	1,282	6,970	95
From United States	5,148	1,560	1,308	8,016	6,974	1,886	1,630	10,490	1,826	326	322	2,474	31
Totals	8,706	3,773	2,854	15,333	14,232	6,087	4,458	24,777	5,526	2,314	1,604	9,444	62
SEPTEMBER:													
Via ocean ports	3,276	2,352	1,520	7,148	6,540	4,373	2,865	13,778	3,264	2,021	1,345	6,630	93
From United States	5,283	1,533	1,366	8,182	6,880	1,780	1,596	10,256	1,597	247	230	2,074	25
Total	8,559	3,885	2,886	15,330	13,420	6,153	4,461	24,034	4,861	2,268	1,575	8,704	57

OCTOBER:													
Via ocean ports	3,715	2,451	1,866	8,032	6,017	4,491	3,084	13,592	2,302	2,040	1,218	5,560	69
From United States	5,888	1,838	1,502	9,228	6,123	1,863	1,815	9,801	235	25	313	573	6
Totals	9,603	4,289	3,368	17,260	12,140	6,354	4,899	23,393	2,537	2,065	1,531	6,133	36
NOVEMBER:													
Via ocean ports	2,935	1,690	1,164	5,789	3,813	2,512	1,764	8,089	878	822	600	2,300	40
From United States	3,669	1,403	1,223	6,295	4,167	1,632	1,408	7,207	498	229	185	912	14
Totals	6,604	3,093	2,387	12,084	7,980	4,144	3,172	15,296	1,376	1,051	785	3,212	27
DECEMBER:													
Via ocean ports	2,134	940	689	3,763	2,553	1,373	980	4,906	419	433	291	1,143	30
From United States	2,740	1,239	931	4,910	2,934	1,268	1,047	5,249	194	29	116	339	7
Totals	4,874	2,179	1,620	8,673	5,487	2,641	2,027	10,155	613	462	407	1,482	17
JANUARY:													
Via ocean ports	1,684	542	348	2,574	1,960	753	433	3,146	276	211	85	572	22
From United States	2,392	887	785	4,064	2,576	1,013	726	4,315	184	126	59	251	6
											Decrease		
Totals	4,076	1,429	1,133	6,638	4,536	1,766	1,159	7,461	640	337	26	823	12
FEBRUARY:													
Via ocean ports	2,991	1,069	576	4,636	3,492	1,486	838	5,816	501	417	262	1,180	25
From United States	3,335	1,162	1,029	5,526	3,011	1,098	780	4,889	324	64	249	637	12
									De-crease	De-crease	De-crease	De-crease	De-crease
Totals	6,326	2231	1,605	10,162	6,503	2,584	1,618	10,705	177	353	13	543	5
Grand Totals	103,102	40,282	32,345	175,729	158,812	63,673	48,907	271,392	55,710	23,391	16,562	95,663	54

Nationalities of Homesteaders.

The nationalities of homesteaders during February, 1911, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia, were as follows:—

NATIONALITIES.	PROVINCES.				
	Manitoba.	Saskatchewan	Alberta.	British Columbia.	Total.
Canadians from Ontario	3	59	79	1	142
" Quebec	1	20	23	.....	44
" Nova Scotia	.....	4	5	.....	9
" New Brunswick	.....	.....	5	.....	5
" Prince Edward Island	.....	1	2	1	4
" Manitoba	23	24	2	.....	49
" Saskatchewan	.....	146	5	.....	151
" Alberta	.....	4	43	.....	47
" British Columbia	.....	3	1	.....	4
Persons who had previous entry	13	36	69	3	121
Newfoundlanders	.....	.....	.....	.....	.....
Canadians returned from the United States	2	10	8	.....	20
Americans	8	169	173	1	351
English	12	145	90	1	248
Scotch	2	27	26	.....	55
Irish	1	5	16	1	23
French	.....	8	1	.....	9
Belgians	.....	2	3	.....	5
Swiss	.....	.....	3	.....	3
Italians	.....	.....	13	1	14
Roumanians	.....	3	2	.....	5
Syrians	.....	1	.....	.....	1
Germans	2	12	.....	.....	14
Austro-Hungarians	34	63	45	.....	142
Hollanders	.....	2	8	.....	10
Danes (other than Icelanders)	.....	2	3	.....	5
Icelanders	1	.....	.....	.....	1
Swedes	8	24	12	.....	44
Norwegians	2	22	16	.....	40
Russians (other than Mennonites and Doukhobors)	8	38	24	.....	70
Mennonites	.....	.....	.....	.....	.....
Doukhobors	.....	.....	.....	.....	.....
Chinese	.....	.....	.....	.....	.....
Japanese	.....	.....	.....	.....	.....
Persians	.....	.....	.....	.....	.....
Australians	.....	.....	.....	.....	.....
New Zealanders	.....	.....	.....	.....	.....
Turk	1	.....	.....	.....	1
Total	121	830	677	9	1,637

Of 371 homestead entries made during February, 1911, by persons coming from the United States, there were 185 from North Dakota, thirty-five from Minnesota and twenty-one from Wisconsin.

Lands Patented.

An abstract of Letters Patent covering Dominion lands, situate in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory issued by the Department of the Interior, during February, 1911, as compared with February, 1910, was as follows:—

Nature of Grant.	February, 1911.	
	No. of Patents.	No. of Acres.
Alberta Railway & Irrigation Company's sales	2	962.00
Assignment of mortgages		
British Columbia homesteads	9	1,271.60
British Columbia sales	1	3.84
Coal lands' sales	7	1,293.05
Homesteads	1,690	267,844.261
License of occupation	3	
Military bounty grants	1	160.00
Military homesteads		
Mineral rights (4,765.745 acres)	20	
North-west half-breed grants	16	2,553'92
North-west Mounted Police grants		
Parish sales		
Quit claim, special grants (320 acres)	2	
Railways:—		
Calgary and Edmonton Railway	1	156'00
Canadian Northern Railway	83	1,760'13
Canadian Pacific Railway grants	5	545'93
Grand Trunk Pacific Railway	9	256'91
Manitoba and North Western Railway	1	6'37
Manitoba and South Eastern Railway	1	160'00
Sales	38	5,755'76
School lands sales	23	3,075'00
Special grants	8	228'06
Yukon Territory Sales (37'10 acres, Under rights)	14	599'79
Totals	1,934	286,362'62

In February, 1910, the number of patents issued was 2,039 covering an area of 317,089.49 acres, showing a decrease for the month of February, 1911, of 105 in the number of patents issued, and of 30,456.87 acres in the area patented.

Note.

In the House of Commons, on March 13, 1911, the Honourable, The Minister of the Interior, announced that the immigration year just closed was the most satisfactory and successful in Canadian history. The immigration has been larger than in any previous year, and the character of it has been distinctly superior. The total immigration of the year was over 300,000, as against 189,000 five years ago, 49,000 ten years ago, and 21,000 fourteen years ago, when the Government inaugurated its present immigration policy. Fourteen years ago expenses attached to the work were $261,000, while last year they were $960,000. The character of the new citizenhood had been greatly improved. Last year there was less complaint than ever before in the history of Canadian immigration. There was less lack of employment, less lack of financial means on the part of the arrivals, and less lack of physical condition. Both in nationality and in suitability for ready assimilation progress had been made. This satisfactory condition had been brought about largely by a general increasing of the stringency of the regulations, and by the adoption of a permanent policy of independence of aid.

TRADE DISPUTES DURING THE MONTH OF MARCH, 1911.

THERE was no great disturbance of industrial conditions through trade disputes during the month of March, the prolonged strike of coal miners at Springhill, N.S., being the only one in which large numbers were involved.

Analysis of Trade Disputes during the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during March

was eleven, being five more than in February, and the same number as in March, 1910. About eleven firms and 3,207 employés were involved in these disputes, seven firms and about 1,190 employés having been involved in new disputes.

Loss of time in working days.—The loss of time to employés through trade disputes during March was approximately 33,600 working days, compared with a loss of 32,525 days in February, and 50,570 in March, 1910.

Trades affected by new disputes.—The following table shows the trades affected by new disputes, and the number of employés in each group of trades.

Trades.	No. of disputes.	No. of employés.
Mining	1	550
Woodworking	1	42
Textile trades	1	114
Clothing trades	3	432
Miscellaneous trades	1	52
Total	7	1,190

Localities affected by new disputes.—Two new disputes of the month occurred in the Province of Quebec, four in Ontario, and one in Alberta.

Causes of disputes.—The following were the causes of the new disputes of the month:

Cause	No. of disputes.
For higher wages	3
Against employment of a particular person	1
Lockout, on account of employés joining a Union	1
Against action of a foreman	1
Alleged withholding of Union fees	1
Total	7

Methods of settlement.—Of the eleven disputes in existence during March, definite settlements were reported in four, and in two others conditions ceased to be affected. One dispute was settled through negotiations between the parties concerned, one by arbitration and the remaining disputes were settled without negotiations, either by the places of the strikers being filled, or by the return of the strikers to work.

Results of disputes.—One dispute ended in a compromise. In one the result was not reported; in one, both sides claimed to have been successful, and in another, work was resumed pending settlement. The remaining three that were terminated resulted in favour of the employers.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes in existence in March, which began in previous months comprised strikes of coal miners at Springhill, N.S., and Michel, B.C., silver miners at Silver Centre, Ont., and fur workers at Sandwich, Ont.

Strike of Coal Miners at Springhill, N.S.

The strike of coal miners at Springhill, N.S., which had begun on August 11, 1909, still continued throughout March, about 1,000 men being involved. The only change in the situation reported during March was the formation of the town into a police district, so that the authorities might be better able to preserve order.

Strike of Coal Miners at Michel, B.C.

A strike of 950 coal miners at Michel, B.C., which began on February 21, was reported to have terminated on March 1. The cause of the dispute was the refusal of the Company to place four more men on the ventilation fans. The Company, however, installed a telephone from the fan house to points underground, and work was resumed.

Strike of Silver Miners at Silver Centre, Ont.

No settlement was reported in the case of a strike of silver miners at Silver Centre, Ont., which began on January 15, on account of a reduction in wages, but conditions ceased to be affected by the dispute.

Strike of Fur Workers at Sandwich, Ont.

No settlement was reported in the case of a strike of fur workers at Sandwich, Ont., which began on January 14,

on the refusal of the employers to grant a demand of the men for an increase of ten per cent., in their wages. Seven men were directly affected by this dispute, and twenty-five, indirectly.

New Disputes.

The new disputes of the month, comprised strikes of coal miners at Coleman, Alta., shoe fitters, hotel waiters and billiard table makers at Toronto, Ont.; garment workers at Montreal, and shoe machine workers at Quebec, and a lockout of carpet weavers at Toronto, Ont.

Strike of Coal Miners at Coleman, Alta.

A strike of coal miners was reported to have taken place at Coleman, Alta., on March 20, the alleged cause having been the withholding by the Company of fees belonging to the Miners' Union, which had been deducted from the wages of the men. The Company claimed they had taken this step in order to force a settlement of bills owed by the Union for water and electric light supplied to the Union Hospital. The matter was placed in the hands of their respective attorneys, who arranged that it should be referred to a district judge for settlement. Work was resumed on March 24, about 550 men were involved in this dispute.

Strike of Shoe Workers at Toronto.

On March 29, a strike of shoe workers took place at Toronto, Ont., on account of their objection to the piecework prices which were offered. According to the employers twelve male and three female workers were directly involved, and fifty-five male and ten female employés were indirectly involved. No settlement of the dispute was reported at the end of the month, but the employers stated that they were employing girls in the place of the foreigners who had gone out, as what they had been engaged in was girls' work.

Strike of Hotel Waiters at Toronto, Ont.

On March 3, about fifty-two waiters of the staff of the King Edward Hotel at Toronto, Ont., declared a strike. According to a report received from the management of the hotel, the dispute arose from a fine imposed on one of the men who was charged with losing a check. The manager after finding that no food had been served on this check, waived the charge, but the men then demanded an increase in wages from $25 to $30 a month. This was refused. No definite settlement of the dispute was reported, but by the closing of one room for renovation, the hotel ceased to be affected by the dispute.

Strike of Billiard Table Makers at Toronto, Ont.

On March 29, about forty-two billiard table makers of the firm of Samuel May & Company, at Toronto, declared a strike on account of the refusal of the employers to grant a demand for an increase of ten per cent., in their wages. The dispute was still unsettled at the end of the month.

Strike of Garment Workers at Montreal, Que.

On March 20, a strike of twelve male and eight female employés of the Paragon Trouser Company took place at Montreal, Que. It was stated by the employers that the cause of the dispute was their refusal to discharge an employé without notice. On March 24, the Company ceased to be affected by the dispute, the places of the strikers having been filled.

Strike of Shoe Machine Workers at Quebec.

On March 17, about thirty-two shoe machine workers of the John Ritchie Company at Quebec stopped work on account of a foreman giving assistance in getting out a rush order, in the absence of two of the hands. It was reported by the Company that the strikers returned to work on March 20, on the

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES C, No. 126.

TABLE OF TRADE DISPUTES DURING THE MONTH OF MARCH, 1911.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employés affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly.	Indirectly.	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Mining—											
Coal miners	Springhill N.S.	For recognition of Union and increase in wages, and against conditions of employment	1		1,000				Aug. 11 1909		No settlement reported, but places of many strikers were filled.
Coal miners	Michel, B.C.	Demand for more men on ventilation fans	1		950				Feb. 21	Mar. 1	Work resumed; Company made changes in mines.
Silver miners	Silver Centre, Ont.	Against reduction in wages	1		35				Jan. 15		No settlement reported at end of month, but conditions ceased to be affected.
Clothing trades—											
Fur workers	Sandwich, Ont.	For increase of 10 per cent. in wages	1		7		25		Jan. 14		No settlement reported at end of month.
DISPUTES WHICH BEGAN DURING THE MONTH.											
Mining—											
Coal miners	Coleman, Alta.	Company with held Union fees deducted from wages to force settlement of claim against Union.	1		550				Mar. 20	Mar. 24	Dispute referred to a District Court Judge.
Wood working—											
Billiard table makers	Toronto, Ont.	For increase in wages	1		42				" 29		No settlement reported at end of month.

Textile—											
Carpet weavers	Toronto, Ont.	Lockout on account of employés joining Union	1		114			"	22		No settlement reported at end of month.
Clothing—											
Garment workers	Montreal, Que	Refusal of firm to discharge an employé without notice	1		12	8		"	20	Mar. 24	Places of strikers were filled.
Shoe machine workers	Quebec, Que	Men objected to foreman doing work of an absent employé	1		32	300		"	17	Mar. 20	Work resumed. Both employers and strikers claimed settlement in their favour.
Shoe fitters	Toronto, Ont.	For higher piece-work prices	1		12	3	55	10	"	29	No settlement reported at end of month, but firm was engaging female workers in place of strikers.
Miscellaneous trades—											
Hotel waiters	Toronto, Ont.	For increase in wages	1		52				Mar.	3	No settlement reported; but conditions ceased to be affected.

*Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention moreover, is not made of disputes involving less than six employés, or of less duration than 24 hours.

understanding that the foreman could assist in any work when required, and must not be interfered with by the men under penalty of instant dismissal. According to report received from the men, there had been an understanding that the foreman should not do such work. The men claimed that the result of the strike was that the foreman would not do work in future.

Lockout of Carpet Weavers at Toronto, Ont.

When the factory of the Toronto Carpet Manufacturing Company, at Toronto, was closed down in March for stock-taking, they were notified that their Brussels weavers had joined a Union. As the Company had a regulation in force to the effect that "No employé may be a member of any organization or Union whose rules govern their conduct while in our employ", the following notice was issued to their men on March 22.

Memorandum for Weavers:

No. 1. We have been notified by Mr. Hibbard of Falls River, that all our Brussels Weavers belong to a Union. This is against our Rules and Regulations, which all our employés signed when they came into our employ, and in breaking them by joining a Union, they render themselves liable to suspension or discharge.

No. 2. Any Brussels weaver wishing to enter our employ again will be required to sign an agreement, pledging himself not to belong to any Union. This pledge will be enforced. Our mill will be run absolutely as a non-union shop, which it has been ever since we started.

Any grievance complained of by any individual weaver we absolutely pledge ourselves to look into and, if advisable and possible, to remedy it.

About 114 men were involved in this dispute, which was still unsettled at the end of the month.

The table which is published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of February, and which have been reported to the Department.

RETAIL PRICES OF STAPLE ARTICLES OF

The accompanying table sets forth the retail prices prevailing on, or about, the fifteenth day of the month preliving in the leading centres of industry throughout Canada.

The list of commodities includes twenty eight varieties of food, with fuel and coal oil. In addition a statement usually occupied by workingmen.

The exact quality for which the quotation is given is set forth in the case of each commodity, and every care may be available for purposes of comparison.

The list of localities includes nearly every place having a population of 10,000 people, and is representative of

The quotations contained in the table have been furnished by the correspondents of the *Labour Gazette* in the the Department.

RETAIL PRICES OF STAPLE

LOCALITY.	Beef.		Veal, forequarter, per lb.	Mutton, hindquarter, per lb.	Pork.		Bacon, best smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure, per lb.	Eggs.		Milk, per quart.	Butter.		Cheese.		Bread.		Flour, strong bakers, per lb.	Rolled Oats, per lb.
	Sirloin steak, best, per lb.	Medium chuck, per lb.			Fresh roasting, per lb.	Salt, per lb.				New laid, per doz.	Packed, per dozen.		Dairy, tub, per lb.	Creamery prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.		
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	lb.	cts.	cts.	cts.
Nova Scotia—																				
Sydney	18	14	12	15	16	16	18	16	17	27	25	8	22	30	17	....	1½	4⅔	3⅔	4
Westville	15	12	8	15	16	....	16	....	16–18	28–30	....	7	25–27	30	16	....	3	4⅔	4	4
Halifax	22	12–15	8–10	15–18	15	14	20–22	5–15	18	35	28	8	28–30	32–35	17	17	1½	4⅔	3½	3½
Amherst	14–16	12–14	12	12–14	16	14	24	18	16	25	23	7	25	28	16	16	1½	4	4	4
Prince Edw. Isd.																				
Charlottetown	14–16	10–14	...	12	14	8–12	20–23	8–10	18	22	21	5	25	27	18	16	2	3½	3¼	4
New Brunswick																				
Moncton	20	16	....	....	16	16	25	6–18	18	25	....	7	25	30	....	16	2	4	3½	4
Newcastle	18	14	8	15	17	15	22	7	17	30	25	7	28	35	17	....	2½	3½	3	4
St. John	20–22	11–13	10–12	16	15	16	18–20	7	18–20	30	25	7	23–27	33	18	18	1½	5⅓	3¼	4
Quebec—																				
Quebec	13–16	12–14	13–14	13	15	16	18–20	7–8	20	30–35	26–30	10	24–27	26–30	16–18	15	6	3⅔	3	5
Three Rivers	18	15	12	15	13	15	22	8–12	15	35	25	8	27	28	20	18	6	3	3	4
Sherbrooke	22	15	12	18	15	15	18–20	10–12	15	30	....	7	23–24	28–30	16–18	....	1	5	3½	4
St. Hyacinthe	14	12	10	15	14	13	20	6–12	16	25	20	7	30	30	18	18	6	3	3	5
Sorel	15	12	12–15	15	12–13	15	18	7–15	18	25	23	7	27	29	16	....	6	3	3	4
St. Johns	18	15	18	20	15	14	20–22	8–12	20	25	....	8	28	30	18	16	6	2⅔	3	4
Maisonneuve	16	14	8	12	12	14	18	8–20	20	31	22	8	26	28	18	16	3	4⅔	4	4
Montreal	18	10	14	15	14	13	18	8–15	20	30	22	8	27	28	20	18	6	2½	3	4
Hull	15	12½	6½–7	10–12	14	14	20	8–12	18	26	....	8	25	28	16	....	6	3⅔	3½	4
Ontario—																				
Ottawa	20	12½	12½	18	15	12½	20	15	18	28	22	8	27	30	20	16	3	3⅔	3½	4
Kingston	20	15	10	15	15	18	23	12½	18	28	25	6	24	29	16	13	3	3½	3	5
Peterborough	20	12½	12½	15	17	15	20	15	20	25	20	6	25	30	20	17	2	2½	3	5
Toronto	18–20	7–10	6–9	10–12	17	15	20	12–14	16	25	20	9	25	33	16–17	....	2½	4	3	3
Niagara Falls	18	10	15	20	20	16	22–25	12	20	25	22	7	30	32	17	16	1½	4	3¼	5
St. Catharines	18	11	12½–15	15	14–15	14	20–22	12½–15	15	25–27	20	7	25	28	18	15	3	4	3	3½

CONSUMPTION, CANADA, DURING MARCH, 1911.

ceding the present issue of the *Labour Gazette*, of the more important staple commodities entering into the cost of is given of the rental of a representative workingman's dwelling of the better class in the quarter of each locality, has been taken to ensure that the quotations in each case refer to the same class of commodity, in order that the statistics every Province in the Dominion.
respective localities, under detailed instructions as to sources of information, quality of goods to be quoted, etc., from

Department of Labour Canada.
Retail Prices: Table, No. 15.

COMMODITIES, CANADA, MARCH, 1911.

Rice, good medium, per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar.		Tea.		Coffee, medium, Mocha, per lb.	Potatoes, per bag of 1¼ bushel.	Vinegar, White Wine, XXX, per quart.	Starch, laundry, per lb.	Coal.		Wood.		Coal oil, per gallon.	Rent, per month.
				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium, Indian or Ceylon, per lb.	Green, medium, Japan, per lb.					Anthracite, per ton of 2,000 lbs.	Bituminous, per ton of 2,000 lbs.	Hard, best, per long cord.	Soft, per cord		
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	$ cts.	$ cts.	$ cts.	$ cts.	cts.	$ cts.
5	4–5	14	10	5	5	23–35	35–40	25–40	90	10	8	6.50	3.50	4.50	3.50	20	9–12
5	5	15	13	5	5	30	25	35	1.50	9	10	.....	3.20	3.50–4.00	.....	18	5–15
5–7	4	15	10	5	4½	30–40	50–60	30–40	1.35	10	10	7.00	5–5.25	5.50	3.50	20	15
5	5	10	10–12	5	4	35–40	40	40	90	10	10	6.50	4.75	5.00	.....	22	12–14
5	5	12	8–14	5½	4–5	25	50	40	96	12	10–12	6.50	4.00	.....	.....	25	6–8
5	5	14	12	5½	5	35	40	40	1.20	10	10	7–7.50	5.25	4.50	3.25	22	14
5	5	15	15	.....	.....	30	.....	40	1.25	10	10	7.50	5.50	4.00	3.00	25	8
5	5	14	10–14	5¼	5¼	35	50	40	1.50	10	12	6.50–7.00	5.10	8–9	4.00	20	9
5	5	13	12	5	4½	35–40	35–40	40	1.00–1.20	20	10	7.50–7.75	5.00–5.50	6.00–7.00	4.50–5.50	18	16–18
4	4	12	12	5½	5	30–50	25–50	30–40	1.00	15	8	7.25	5.00	6.50	4.00	18	8
5	5	12½	12½	5½	5	40	40	40	1.05	10	8	7.50	4.75	5.00–5.25	4.00	23	11–14
4–5	5	12	13	6	5	30–60	30–60	40	1.13	5–7	8	7.50	5.00	6.50–7.00	5.00	18	8–9
4	5	15	10	5	5	20–40	20–40	30	70	10	.....	6.50	4.75	6.25	5.50	18	12–15
6	5	12	11	5	4½	35	40	40	80	10	10	6.50	5.00	8.00	6.00	20	9
4	10	12	10	5	4½	30	25	30	1.10	20	10	7.00	4.50	8.00	6.50	18	13
5–6	5	8	8	5	4½	20–40	20–40	20–40	1.25	15	8	7.25	7.00	8.00	5.00	18–25	10–15
4	4	12	7	5½	5	40	40	40	1.10	10	8	7.50	5.50	5.50	3.50	18	10–15
4½	5	12½–14	15	5	4½	30	30	40	1.10	10	8	7.50	5.50	6.00	3.50	20	12
5	5	.....	13	6	5	35	35	30–40	85	10	8	7.50	6.25	7.00	4.50	12½	6–10
5	5	15	15	5¼	5	40	40	40	85	10	10	7.50	5.50	6.00	3.50	20	12
4	5	10	10	5	4½	25–35	25–40	25–40	1.15	10	7	7.50	6.00	7.50–8.00	5.00	18	16–20
5	8	.....	10	5	4½	30–50	30–50	40	1.30	10	8	6.00	4.00	7.00	5.00	20	10–15
5	5	.....	10	8	6½	40	40	30	1.20	10	8	7.00	.....	8	5–6	17	11

RETAIL PRICES OF STAPLE

LOCALITY	Beef.		Veal, forequarter, per lb.	Mutton, hindquarter, per lb.	Pork.		Bacon, best smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure leaf, per lb.	Eggs.		Milk, per quart.	Butter.		Cheese.		Bread.			Rolled Oats, per lb.
	Sirloin steak, best, per lb.	Medium chuck, per lb.			Fresh roasting, per lb.	Salt, per lb.				New laid, per doz.	Packed, per dozen.		Dairy, tub, per lb.	Creamery prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.	Flour, strong bakers, per lb.	
Hamilton.....	18–20	10–14	15–18	18	18	20	23	15	18	21–23	18	7	30	32	18	16	1½	3½	3	4
Brantford ...	20	12	15	18	15	15	22	13	18	22	....	6	....	28	17	....	1½	3½	3½	5
Guelph.....	20	12½	13	18	15–17	18	23–25	12½	17	22	....	7	25	31	20	17	3	4	2½	4
Berlin.....	18	14	12½	15	15	....	22	10	17	23	....	6	....	26	18	16	1½	4	3	4
Woodstock ..	18	13–14	12½–15	18	20	18	20	5–12½	18	20	15	6	25	30	20	15	1¼	4	3	3
Stratford.....	18	15	13	16–18	22	20	25	12½	18	22	22	6	25	25	17	17	1¼	4	3	4
London	18	12	13	15	15	18	22	15	15	22	18	6	24	29	20	16	1¼	4	3	5
St. Thomas...	20	14	13	16	16	15	22	10	15	22	....	6	25	30	18	16	1½	3¼	2¾	3
Chatham.....	18	15	15	18	18	14	23	20	18	18	....	7	20	25–28	16	16	1¼	4	2¾	25
Windsor.....	18	10–12	12½	12½	18	16	22	15	20	23	....	8	30	35	25	20	1½	4	3	5
Sault Ste. Marie	20	12½	14	18	18	17	20	12½–14	17	30	23	9	24	30	17	....	1½	4	3¼	5
Port Arthur..	20–22	18–20	15	22	22–25	18–22	25	12–15	20	40	30	10	27½	30	....	18	2	3	3	3½
Manitoba—																				
Winnipeg.....	22	12½	12½	20	18	19	28	12½	18	30	22	10	25	32	17	....	1	5	2⅞	4
Brandon	18	12½	12½	18	18	....	28	12½	18	35	....	10	28	33	18	....	1½	4	3½	5
Saskatchewan—																				
Regina.....	22	15–17	20	22–25	22	15	35	15	25	35	30	10	30	35	25	20	1½	5	4¼	5
Alberta—																				
Edmonton....	18	12½	16	20	20	22	30	18–20	22	40	35	10	35	40	20	....	1¼	5	3⅓	4
Calgary	20	12½	15	18–20	20	18	25–30	12½–15	18–20	30	25	10	25	35	17½	....	...	...	2¾	3
Lethbridge ..	20	15–18	12½–15	22	18	17	26	15–18	20	50	40	10	....	37½	20	20	1¼	5	3½	5
British Columbia																				
Nelson.....	20–22	15	15	20–22	20	20	25–30	12½–15	20–22	40	25	12½	30	40	....	20	1	6¼	4	4 3/16
New Westm'sr	25	15	20	25	23	18	35	15	65	35	30	12½	40	40	20	20	1½	6⅜	3½	5
Vancouver ...	22½	18	20	25	25	20	35	15–20	20	30	25	10	25	35	20	20	1¼	4¼	3½	5
Victoria.....	22	17	20	25	22	22	35	10–12½	25	30	....	10	35	50	25	20	1	6½	4	5
Nanaimo.....	20	15	16	23	20	20	25	10	18	35	30	10	30	35	20	.....	2	4	3	5

[1]Lignite. [2]Per 100 lbs.

RECENT INDUSTRIAL AGREEMENT.

The following agreement in the printing trades at Lethbridge, Alta., became effective August 1, 1910:

ARTICLE I.

Section 1. Eight hours shall constitute a day's work, and the hours shall be between 7 a.m. and 7 p.m., and all work done after eight (8) hours' work shall have been performed, shall be charged at the rate of time and one-half.

Section 2. Seven and one-half hours shall constitute a night's work and all

COMMODITIES, CANADA, MARCH, 1911.

Department of Labour, Canada
Retail Prices: Table, No. 15

Rice, good medium per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar.		Tea.		Coffee, medium, Mocha, per lb.	Potatoes, per bag of 1½ bushel.	Vinegar, White Wine, XXX, per quart.	Starch, laundry, per lb.	Coal.		Wood.		Coal oil, per gallon.	Rent, per month.
				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium Indian or Ceylon, per lb.	Green, medium Japan, per lb.					Anthracite, per ton of 2,000 lbs.	Bituminous, per ton of 2,000 lbs.	Hard, best, per long cord.	Soft, per cord.		
5	5	12	10	5	5	25–40	25–40	30–40	1.10	10	8	7.00	5.75	7.25	5.75	18	15
7	5	.....	12½	5	5	25–40	25–40	35	90	10	9	7.25	5.00	8.00	5.00	16	10
5	5	10	10	6	5½	25–50	25–50	25–40	80–90	10	8	7.25	5.00	8.00	5.00	18	10
7	5	15	10	6	5	30	30	30	75	10	8	7.25–7.50	5.00	8.00	5.00	20	10–12
4	5	10	10	6	5	25	25	25	75	10	10	7.00–7.25	4.50	7.50	6.00	16	8
5	5	8	10	6½	5½	25	25	25–30	80–90	10	10	7.00	6.00	8.50	7.00	18	8–12
5	5	13	13	4	4⅛	30	30	40	1.00	10	8	6–7.50	6.00	8.00	6.00	15	9–12
5	5	12½	12½	6	5	30	30	30	90–1	10	10	7.25	6.00	6.00	3.50	18	12
7	5	12½	8–10	6	5	25–50	25–50	40	1.00	10	8	7.25	5.00	.....	.....	15	8–10
5	7	12½	12½	6	5	30	30	30	1.12	10	10	7.50	5.00	8.00	4.50	20	12–15
5	5	12½	15	6	5½	30	30	30–40	1.25	10	10	8.00	5.50	6.00	4.00	22	12–20
5	5	15	13	6¼	5	25–60	30–40	25–40	1.15	10	10	8.00	6.50	5.00–6.50	3.50–4.50	25	12–22
4½	5	12½	10	6	5	35	35	35	1.90	15	10	10.50	9.00	7.00	5.50	30	20–25
6	5	15	10	6½	6½	35	35	40	1.65	15	10	11.25	9.00	7.00	5.00	35	15–25
8	5	15	15	5¾	6¼	35	40	35–40	1.50	15	10	13.50	8.50	9.00	8.50	35	35
5	5	13	10	6	5¼	40	40	40	90	20	12	3.50[1]	.....	3.00	.....	30	20
5	6	15	12½	5¾	5¾	35	.....	40	1.50	15	10	8.25	6.25–6.75	.....	2.00	35	25–30
8	8	15	12½	7	6¼	30–60	40–50	30–40	1.80	15	10	.....	4.25	.....	.....	35	14–18
8¼	8	15	10	7	6	50	50	40	2.75[2]	20	12½	9.50–10.00	7.00–8.25	.....	6.00	50	15–20
8	6	12½	8	6⅜	5¼	35	35	40	1.75	15	8	.....	7.75	.....	5.00	40	25
5	6	12	10	6	5½	35	40	30	2.00[2]	15	10	.....	7.50	.....	5.50	35	25
6	6	12½	12½	6¼	5½	40	50	40	2.25[2]	15–25	8	11.50	6.50–7.50	.....	6.00	35	22–24
6	7	15	12½	6½	5½	40	40	40	2.25[2]	20	12½	.....	4.50	.....	.....	40	8–12

work done after seven and one-half hours shall have been performed, shall be charged at the rate of time and one-half.

Section 3. Journeymen in book and job offices and on newspapers shall receive $23 per week for day work, hours same as specified in Section 1 of this article.

Section 4. Night forces on book, job, and newspaper work shall receive $25 per week, hours the same as specified in Section 2 of this article.

Section 5. Time and one-half shall be charged for all overtime until four hours overtime shall have been worked, when the rate will be double time. And double time will be charged for all Sundays and holidays.

Section 6. When compositors are re-

quested to work in any office for less than half a day, not less than half a day shall be charged, and he shall receive the wages due him at the completion of such time.

Article II.

Section 1. All operators on machines shall be journeyman members of this union, in good standing. Apprentices, however, in the last six months of their time shall have the privilege of practicing on machines.

Section 2. Machine operators in book, job and newspaper offices shall receive $25 per week for day work, hours to be the same as stated in Section 1 of Article 1.

Section 3. Machine operators in book, job and newspaper offices shall receive $27 per week for night work, hours to be the same as in Section 2, of Article 1.

FAIR WAGES SCHEDULE IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF MARCH, 1911.

The following is a list of contracts awarded by the Department of Public Works and the Department of Marine and Fisheries which has received the signatures of both parties, together with the fair wages schedules inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

Restoration of Custom House, Quebec, Que.

Restoration of Quebec Custom House.—Quebec, Que., names of contractors, Jos. Gosselin & Emile Dubé, Levis, Que., date of contract, February 23, 1911; amount of contract, $135,369.

Trade or Class of Labour.	Rate of Wages, Not less than:
Carpenters	$ .25 per hr., 9 hrs. p. day
Joiners and stairbuilders	.30 " 9 "
Stonecutters	.40 " 8 "
Bricklayers	.50 " 9 "
Masons	.40 " 9 "
Painters	.25 " 9 "
Plasterers	.40 " 9 "
Plumbers and steamfitters	.25 " 9 "
Sheet metal workers	.25 " 9 "
Electricians	.22½ " 9 "
Builders' labourers	.20 " 9 "
Common labourers	.17½ " 10 "
Driver, 1 horse and cart	.30 " 10 "
Driver, 2 horses and wagon	.45 " 10 "

Breakwater, Delorey's Beach, Monk's Head, N.S.

Breakwater at Delorey's Beach, Monk's Head, N.S.; names of contractors, D. McIsaac and A. McIsaac; date of contract, February 11, 1911; amount of contract, $6,255.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.25
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Breakwater, Chapel Cove, N.S.

Breakwater.—Chapel Cove, N.S., name of contractor, W. J. Landry, Antigonish, N.S.; date of contract, February 24, 1911; amount of contract, $11,148.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.50
Carpenters	2.00
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.35
Driver, 1 horse and cart	2.25
Driver, 2 horses and wagon	3.50

Hospital, Prince Rupert, B.C.

Hospital Building, Quarantine Station.—Prince Rupert, B.C.; names of contractors, Anderson P. W. & McKinnon, D.A., Prince Rupert, B.C.; date of contract, March 9, 1911; amount of contract, $18,750.

Trade or Class of Labour.	Rate of Wages, Per Day of 9 Hours, Not less than:
Stonecutters	$6.00
Bricklayers	6.00
Masons	6.00
Carpenters	5.00
Joiner and stairbuilder	5.50
Plasterers	6.00
Lathers	3.25 per M.
Painters and glaziers	5.00
Plumbers and steamfitters	6.00
Sheet metal workers	5.00
Electrical workers	5.00
Builders' labourers	3.50
Common labourers	3.00
Team, wagon and teamster	$10.00 to $12.00 per day

Public Building, Elora, Ont.

Interior fittings of public building at Elora, Ont.; names of contractors, The Office Specialty Manufacturing Company, Limited, Ottawa, Ont.; date of contract, March 10, 1911; amount of contract, $775.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

Post Office Building, Fergus, Ont.

Interior fittings of Post Office building at Fergus, Ont.; names of contractors, The Office Specialty Manufacturing Company, Limited, Ottawa, Ont.; date of contract, March 10, 1911; amount of contract, $775.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

Alterations, Examining Warehouse. Toronto, Ont.

Alterations to Examining Warehouse, at Toronto, Ont.; name of contractor, Samuel Young, Toronto, Ont.; date of contract, March 10, 1911; amount of contract, $11,695.75.

Trade or Class of Labour.	Rate of Wages, Not less than:
Stonecutters	$.50 per hr., 8 hrs. p. day
Bricklayers	.50 " 8 "
Masons	.50 " 8 "
Carpenters	.35 " 8 "
Joiners	.35 " 8 "
Stairbuilders	.35 " 8 "
Plasterers	.50 " 8 "
Lathers	.40 " 8 "
Painters and glaziers	.35 " 8 "
Plumbers	.40 " 8 "
Steamfitters	.40 " 8 "
Sheet metal workers	.33 " 9 "
Electrical workers	.32½ " 8 "
Builders' labourers	.25 " 8 "
Ordinary labourers	.20 " 9 "
Driver, 1 horse and cart	.35 " 10 "
Driver, 2 horses and wagon	.45 " 10 "

Motor Tug Boat, New Westminster, B.C.

Gasolene motor tug boat for Public Works Department, at New Westminster, B.C., name of contractors, The Vancouver Shipyard, Limited, Vancouver, B.C.; date of contract, March 2, 1911; amount of contract, $6,850.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final. These conditions shall extend and apply to moneys payable for the use or hire or horses or teams and the persons entitled to payment for the use or hire of horses or teams shall have the like rights in respect of moneys so owing them as if such moneys were payable to them in respect of wages.

Electric Light, etc., Lunenburg, N.S.

Installation of electric light, etc., at Lunenburg, N.S., names of contractors,

The Empire Electric & Manufacturing Company of Ottawa, Limited, Ottawa, Ont.; date of contract, March 10, 1911; amount of contract, $863.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

ELECTRIC LIGHT, ETC., AMHERST, N.S.

Installation of Electric light, etc., at Amherst, N.S.; names of contractors, The Empire Electric & Manufacturing Company of Ottawa, Limited, Ottawa, Ont.; date of contract, March 10, 1911; amount of contract, $893.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

POSTAL STATION "B", TORONTO, ONT.

Interior fittings of Postal Station "B" at Toronto, Ont.; name of contractors, The Deisenroth Contracting Company, Toronto, Ont.; date of contract, March 14, 1911; amount of contract, $1,132.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

POST OFFICE BUILDING, RIGAUD, QUE

Post office building at Rigaud, Que.; name of contractor, Théodore Belanger of Valleyfield, Que.; date of contract, March 15, 1911; amount of contract, $17,000.

Trade or Class of Labour.	Rate of Wages, Not less than:
Carpenters and joiners	$ .25 per hr., 10 hrs. p. day
Bricklayers	.45 " 9 "
Masons	.40 " 9 "
Stonecutters	.40 " 8 "
Painters	.25 " 9 "
Plumbers and steamfitters	.35 " 9 "
Plasterers	.40 " 9 "
Electricians	.25 " 9 "
Sheet metal workers	.27½ " 9 "
Builders' labourers	.22½ " 9 "
Ordinary labourers	.15 " 10 "
Driver, 1 horse and cart	2.50 per day of 10 hours
Driver, 2 horses and wagon	4.00 " 10 "

BREAKWATER AT MARGAREE HARBOUR, N.S.

Breakwater at Margaree Harbour, N.S.; names of contractors, R. Musgrave & Son and Bart. Musgrave of North Sydney, N.S.; date of contract, March 22, 1911; amount of contract, $5,300.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.50
Driver, 1 horse and cart	2.50
Driver, 2 horses and wagon	3.50

ADDITION TO MILITARY STORES BUILDING AT LONDON, ONT.

Addition to Military Stores building, at London, Ont.; name of contractor, John Purdom of London, Ont.; date of contract, March 22, 1911; amount of contract, $2,182.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and

shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

Extension to Wharf at Shigawake, Que.

Extension to present wharf at Shigawake, Bonaventure Co., Que.; name of contractor, Thos. P. Charleson of Ottawa, Ont.; date of contract, March 22, 1911; amount of contract, $9,385.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.50
Blacksmiths	2.00
Blacksmiths' helpers	1.35
Ordinary labourers	1.25
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

Wharf, Michipicoten River, District of Algoma.

Wharf, Michipicoten River, District of Algoma; name of contractor, D. G. Stewart, Ottawa, Ont.; date of contract, March 22, 1911; amount of contract, $18,430.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$3.50
Carpenters	3.00
Blacksmiths	3.00
Blacksmiths' helpers	2.00
Ordinary labourers	1.75
Driver, 1 horse and cart	3.00
Driver, 2 horses and wagon	4.50

Post Office, Lindsay, Ont.

Interior fittings in Post Office at Lindsay, Ont.; names of contractors, The Deisenroth Contracting Company of Toronto, Ont.; date of contract, March 14, 1911; amount of contract, $1,727.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

Alterations and Additions, Post Office, Thetford Mines, Que.

Alterations and additions to post office fittings at Thetford Mines, Que.; name of contractor, J. S. Hébert, Thetford Mines, Que.; date of contract, March 23, 1911; amount of contract, $938.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

Fittings, Post Office, Customs and Inland Revenue Building, Vernon, B.C.

Fittings for Post Office, Customs and Inland Revenue building, at Vernon, B.C.,; name of contractor, The Berlin Interior Hardwood Company, Limited, Berlin, Ont.; date of contract, March 24, 1911; amount of contract, $2,820.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

Public Building, Mitchell, Ont.

Public building at Mitchell, Ont.; name of contractor, John Avery, Mitchell, Ont.; date of contract, March 24, 1911; amount of contract, $21,195.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Stonecutters	$3.00
Bricklayers	2.50
Masons	2.50
Carpenters	1.75
Joiners	2.00
Stairbuilders	2.25
Plasterers	2.50
Lathers	.02½ per yard
Painters and glaziers	2.00
Plumbers	2.50
Steamfitters	2.50
Sheet metal workers	2.25
Electrical workers	2.25
Builders' labourers	1.75
Ordinary labourers	1.50
Driver, 1 horse and cart	2.25
Driver, 2 horses and wagon	3.50

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Stonecutters	$3.50
Bricklayers	3.50
Masons	3.50
Carpenters	2.00
Joiners	2.25
Stairbuilders	2.50
Plasterers	3.50
Lathers	1.60 per M.
Painters and glaziers	2.00
Plumbers	2.50
Steamfitters	2.50
Sheetmetal workers	2.25
Electrical workers	2.00
Builders' labourers	1.75
Ordinary labourers	1.50
Driver, 1 horse and cart	2.50
Driver, 2 horses and wagon	3.50

ICE PIERS, ANNAPOLIS RIVER, ANNAPOLIS ROYAL, N.S.

Two ice piers, Annapolis river, Annapolis Royal, N.S.; name of contractor, E. R. Reid, St. John, N.B.; date of contract, March 27, 1911; amount of contract, $37,300.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Foreman mixing concrete	2.00
Foreman laying concrete	2.00
Foreman stone crusher	2.00
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Ordinary labourers	1.25
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

PUBLIC BUILDING, TILSONBURG, ONT.

Public building, Tilsonburg, Ont.; name of contractor, The Schultz Brothers Company, Limited, Brantford, Ont.; date of contract, March 28, 1911; amount of contract, $24,801.

Post Office Department.

During the month of April orders were given by the Post Office Department for the supplies below mentioned, subject to the regulations for the suppression of the *sweating* system and the securing of payment to the working men and working women of fair wages, and the performance of the work under the proper sanitary conditions.

Nature of Orders.	Amount of Orders.
Making metal dating stamps and type and making other hand stamps and brass crown seals	741.41
Making and repairing rubber dating stamps and type, also other stamps	53.70
Supplying stamping material and wooden boxes, and repairing stamping pads	389.38
Supplying mail bags	341.00
Repairing Post Office scales	18.00
Making and repairing mail locks and supplying mail bag fittings	1,816.35
Supplying Railway Mail Clerks' tin travelling boxes and street letter boxes, and repairing portable letter boxes, parcel receptacles, Railway Mail Clerks' tin travelling boxes and street letter boxes	5,403.70
Making and repairing miscellaneous articles of Postal Stores	115.55
Making and supplying articles of official uniform	2,204.36

INDUSTRIAL ACCIDENTS DURING THE MONTH OF MARCH, 1911.

Under this heading account is taken of such accidents only as were sustained by workmen in the course of their employment, and resulted in loss of life or limb, or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The Department is also indebted to the Bureau of Mines of Ontario, and British Columbia, to the office of the factories' inspector of the Province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, for their assistance in furnishing the Department with a statement of returns of accidents reported to them.

INDUSTRIAL accidents occurring to 322 individual work-people in Canada during the month of March, 1911,

were reported to the Department of Labour. Of these 104 were fatal and 218 resulted in serious injuries. In addition, two fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before March, 1911.

In the preceding month there were eighty-four fatal and 180 non-fatal accidents reported, a total of 264, and in March, 1910, there were 133 fatal and 261 non-fatal accidents, a total of 394. The number of fatal accidents reported in March, 1911, was, therefore, twenty less than in the preceding month and twenty-nine less than in March, 1910. The number of non-fatal accidents reported in March, 1911 was thirty-eight more than in the preceding month and fifty-three less than in March, 1910. Altogether there were fifty-eight more industrial accidents reported in March, 1911, than in the preceding month and seventy-two less than in the same month of the preceding year.

Of 152 returns received during the month, giving the ages of the victims of industrial accidents, twenty-two referred to persons under twenty-one years of age, fifty to persons between twenty-one and forty-five, and eighteen, to persons over forty-five. Sixty-two persons were over twenty-one years of age, but their exact ages were not specified.

The following is a record of the accidents of the month by industries and trades:—

STATEMENT OF ACCIDENTS DURING MARCH, 1911, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed.	Injured.	Total
Agriculture	17	18	35
Fishing and hunting	2	.....	2
Lumbering	10	17	27
Mining	11	19	30
Building trades	5	15	20
Metal trades	8	53	61
Woodworking trades	.....	13	13
Printing trades	.....	1	1
Clothing trades	.....	1	1
Textile trades	1	2	3
Food and tobacco preparation	1	3	4
Leather trades	.....	2	2
Railway service	18	26	44
Navigation	7	1	8
General transport	4	11	15
Civic employés	2	16	18
Miscellaneous	5	7	12
Unskilled labour	13	13	26
Total	104	218	322

Nature of Fatalities and Accidents.

The disasters of the month involving more than one fatality were: The drowning of the crew, five in number, of the steamer *Sechelt* off Beachy Head, B.C., in the wreck of that vessel; the death of four workers by an explosion of gas at Niagara Falls, Ont.; the killing of three railway employés in a collision at Schreiber, Ont.; the drowning of two millmen at Meadowvale, Ont.; and the death of two labourers caused by an explosion of dynamite at LaTuque, Que.

Wreck of Steamer "Sechelt" off Beachy Head, B.C.

On March 25, the small deck steamer *Sechelt* operating between Victoria and Sooke, B.C., capsized off Beachy Head, B.C., and the captain, engineer, fireman and three deckhands were drowned.

Four Killed by Explosion at Niagara Falls, Ont.

Three men were instantly killed, one man received injuries which caused his death a week later, and six men were seriously injured in an explosion on the works of the Ontario Power Company, at Niagara Falls, Ont., on the morning of March 3. A tunnel in the rock had been closed by a bulkhead during the night. The explosion occurred when the tunnel was opened. An accumulation of gas is supposed to have caused the explosion, ignition occurring when one of the men struck a match. The coroner's jury did not place responsibility for the accident.

Disasastrous Railway Collision at Schreiber, Ont.

A head-on collision occurred on March 25, one and one-half miles east of Schreiber, Ont., between west bound passenger train, 2nd No. 83, from Toronto and east bound 5th, No. 124, of empty passenger coaches. In the wreck the brakeman and fireman of the east bound train and the porter in charge of the empty coaches were instantly killed, and the engineer and brakeman on the west bound train seriously injured. The cause of the disaster was assigned to an overlooking of orders.

Drowning of Two Workers at Meadowvale, Ont.

On March 12, while breaking an ice jam above a mill dam at Meadowvale, Ont., the proprietor of the mill and another workman fell into the Credit river and were drowned.

Explosion of Dynamite at La Tuque, Que.

On March 24, two workmen in the employ of the Quebec and St. Maurice Industrial Company at La Tuque, Que., were instantly killed by a premature explosion of dynamite in a blast they were charging.

Record by Industries and Trades.

Agriculture.—In this industry, there were seventeen fatal and eighteen non-fatal accidents in March, 1911, compared with fourteen killed and twelve injured in the preceding month and thirteen killed and twenty-seven injured in March, 1910. Of the fatal accidents six were due to runaways, two each to falling material, and to drowning and one each to livestock, to exposure, to being run over, to being burnt to death, to an explosion of dynamite, to flying material, and to machinery. Six of the non-fatal accidents were due to machinery, five to falling material, three respectively to livestock and to falls and one to a runaway.

Fishing and hunting.—There were two fatalities in this group, one caused by exposure and one by drowning. In February last, there were two fatalities, and in March, 1910, two.

Lumbering.—During March, 1911, there were ten workers killed and seventeen injured, compared with fifteen killed and twelve injured the month before, and ten killed and eighteen injured in March a year ago. Three each of the fatalities were due to machinery and to falling material, two to drowning and one each to being run over and to being burnt to death. Seven each of the other accidents were due to falling material and to machinery and one each to exposure, to flying material and to a fall.

Mining.—Accidental death befell eleven mine workers during March, 1911, and nineteen others were injured, as against eight killed and twelve injured in the previous month, and eight killed and twenty-eight injured in March, 1910. Four respectively of the deaths were caused by the victims being run over and by falling material, two by explosions of dynamite and one by a fall. Seven of the accidents were caused by explosions of dynamite, four each by falling material and by being run over, two by explosions of gas and one each by machinery and by a fall.

Building trades.—Among these workers there were five killed and fifteen injured during March last past, compared with three killed and seven injured in February last and five killed and twenty-four injured in March, 1910. Of the fatalities four were caused by an explosion of gas and one by falling material. Six of the injuries were caused by an explosion of gas, five by falls, two by falling material and one each by flying material and by being run over.

Metal, engineering and shipbuilding trades.—The record in these trades during March, 1911, was eight killed and fifty-three injured, as against seven killed and forty-two injured in the preceding month and five killed and sixty-one injured in March a year ago. Of the fatalities two respectively were due to electric shock, to machinery, to falls and to falling material. Twenty-one of the injuries were due to machinery, twelve to explosions of gas or steam, seven to falls, five to falling material, three to molten metal, two each to being scalded and to flying material and one to being run over.

Woodworking trades.—During March, 1911, machinery caused thirteen non-fatal accidents. In the month before three woodworkers were killed and eighteen injured, and in March, 1910, the record was one killed and eleven injured.

Printing trades.—In these crafts one workman was injured by machinery, in March, 1911, compared with one injured the month before and five injured in March, 1910.

Clothing trades.—One workman was injured by being burnt while extinguishing an incipient fire in his shop. Two workers were injured in February last and five in March, 1910.

Textile trades.—An oilcloth worker was

Department of Labour, Canada,
Statistical Table, Series F., No. 91.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF MARCH, 1911.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Agriculture—				
Farmer	Newcastle, Ont	Mar. 1	1	In a runaway.
"	Moore Township, Ont	" 16	1	Gored by a bull.
"	Irland Township, Que	" 16	1	Crushed to death by fall of snow-laden roof.
"	Boughton Island, P.E.I	" 17	1	Frozen to death.
"	Berlin, Ont	" 20	1	Run over by electric railway car.
"	Hillcrest, Alta	" 20	1	Burned to death in house.
"	Wellington, N.S	" 22	1	Fell on portable circular saw.
"	Seven Persons, Alta	" 21	1	In a runaway.
"	Clonbrone, Que	" 18	1	In a runaway.
"	Ste. Martine, Que	" 28	1	Drowned, team broke through ice.
"	Meadowvale, Ont	" 10	1	Drowned when clearing ice from mill dam.
"	Thetford Mines, Que	" 16	1	By fall of barn roof.
"	Macleod, Alta	" 27	1	In a runaway.
"	Arrow Park, B.C	" 23	1	By explosion of dynamite.
"	Barford, Que	" 28	1	In a runaway.
"	Arthur, Ont	" 31	1	By flying wood.
Fruit grower	Saltfleet, Ont	" 25	1	Thrown from vehicle.
Fishing and hunting—				
Trapper	Green Lake, Sask	" 29	1	Found frozen to death.
Fisherman	Blenheim, Ont	" 28	1	Drowned, boat upset.
Lumbering—				
Saw mill hand	Kennedy Township, Ont	" 6	1	Caught in machinery.
"	Meadowvale, Ont	" 13	1	Drowned, while breaking ice jam at mill.
Saw mill owner	Rimouski, Que	" 13	1	Fell on saw.
"	Meadowvale, Ont	" 13	1	Drowned, while breaking ice jam at mill.
Logger	Treherne, Man	" 16	1	Struck by axe, bled to death.
"	Grand Coteau, Que	" 21	1	Tree fell on him.
"	Rimouski, Que	" 29	1	Tree fell on him.
"	Mattawamkeag, N.S	" 27	1	Run over by train.
"	Smokey Lake, Alta	" 13	1	Tree fell on him.
Lumber camp cook	Campbellton, N.B	" 5	1	Burned to death in camp.
Mining—				
Miner	Coal Creek, B.C	" 9	1	Run over by mine train.
"	Kaslo, B.C	" 10	1	By a snowslide.
"	Cobalt, Ont	" 16	1	By an explosion of dynamite.
"	Sydney, N.S	" 17	1	By fall of stone.
"	Sydney, N.S	" 17	1	By fall of coal.
"	Westville, N.S	" 16	1	Crushed to death by mine train.
"	Phoenix, B.C	" 20	1	Fell down chute.
Tally boy	Coal Creek, B.C	" 9	1	Run over by cars.
Prospector	near Nelson, B.C	" 11	1	By a snowslide.
Quarryman	Dundas, Ont	" 28	1	Run over by stone car.
"	Eburne, B.C	" 28	1	By explosion of dynamite.
Building trades—				
Carpenter	Niagara Falls, Ont	" 3	3	Explosion of gas in power tunnel.
"	Vancouver, B.C	" 25	1	By falling lumber.
Rock driller	Niagara Falls, Ont	" 3	1	Explosion of gas in power tunnel.
Metal, engineering and shipbuilding trades—				
Electrical worker	Morrisburg, Ont	" 1	1	Electrocuted.
"	Belleville, Ont	" 13	1	Electrocuted.
"	Peterborough, Ont	" 2	1	Caught in machinery.
Structural iron worker	Winnipeg, Man	" 3	1	Fell from scaffold.
Machinist	Toronto, Ont	" 2	1	Fell into ash pit.
Iron and steel worker	Brantford, Ont	" 2	1	Shaft weighing 1,800 lbs. fell on him.
Stationary engineer	Brockville, Ont	" 2	1	Caught in belting.
Foundryman	Toronto, Ont	" 23	1	By falling metal.
Textile trades—				
Oil cloth worker	Montreal, Que	" 7	1	Caught in elevator, crushed to death.

DEPARTMENT OF LABOUR, CANADA
STATISTICAL TABLE, SERIES F., No. 91

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF MARCH, 1911.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Food and tobacco preparation—				
Butcher	Lethbridge, Alta	" 16	1	In a runaway.
Railway service—				
Conductor	Jackson, Ont	" 6	1	Run over by train.
Firemen	Schreiber, Ont	" 25	1	In head-on collision.
"	Belair, Que	" 20	1	In derailment.
Brakeman	St. Catharines, Ont	" 1	1	Run over by cars.
"	Cornwall, Ont	" 1	1	Run over by cars.
"	Sault Ste. Marie, Ont	" 16	1	Run over by cars.
"	Victoria, Ont	" 24	1	Run over by cars.
"	Schreiber, Ont	" 25	1	In head-on collision.
"	Valleyfield, Que	" 28	1	Run over by train.
"	Cartier, Ont	" 28	1	Run over by train.
"	Fredericton Junction, N.B.	" 22	1	Between cars.
"	North Bay, Ont	" 28	1	Run over by trgin.
Porter	Schreiber, Ont	" 25	1	In head-on collision.
Sectionman	Parry Sound, Ont	" 10	1	Run over by engine.
Construction hand	LaTuque, Que	" 9	1	By an explosion of dynamite.
Employé of bridge dept	Souris, Man	" 19	1	Run over by yard engine.
Round house employé	Sault Ste. Marie, Ont	" 24	1	Run over by train.
"	Stellarton, N.S	" 2	1	Run over by train.
Navigation—				
Chief engineer	Sarnia, Ont	" 7	1	Fell 18 feet into hold.
Seaman	Yarmouth, N.S	" 2	1	Drowned, washed overboard.
Crew of steamer *Sechelt*	Beachy Bay, B.C	" 24	5	Drowned, steamer capsized.
General transport—				
Teamster	St. Johns, Que	" 6	1	Fell from waggon on head.
"	Winnipeg, Man	" 24	1	In a runaway.
"	Hamilton, Ont	" 17	1	Fell with part of load from lorry.
Electric railway employé	New Westminster, B.C	" 23	1	Run over by motor construction car.
Public employés—				
Asylum guard	Montreal, Que	" 16	1	Struck down and killed by patient.
Fireman	Montreal, Que	" 30	1	Run over by ladder truck.
Miscellaneous—				
Peddler	Victoria, B.C	" 9	1	Fell down elevator shaft.
Cement worker	Port Colborne, Ont	" 13	1	Struck by locomotive.
Storekeeper	London, Ont	" 23	1	Fell 40 feet through skylight in store.
Caretaker	Montreal, Que	" 25	1	By explosion of furnace.
Laundry worker	Ottawa, Ont	" 23	1	Caught in machinery.

FATAL ACCIDENTS HAPPENING IN THE PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN MARCH, 1911.

Night engineer in Power House	Calgary, Alta	Feb. 21	1	Electrocuted.
Labourer	Lake Buntzen, B.C	" 25	1	By fall of rock.
Unskilled labour—				
Labourer	Montreal, Que	Mar. 3	1	Run over by train.
"	St. Johns, Que	" 3	1	By flying material.
"	Toronto, Ont	" 18	1	Fell from scaffold.
"	Toronto, Ont	" 22	1	By falling iron.
"	Dundas, Ont	" 28	1	Run over by train.
"	Maisonneuve, Que	" 18	1	Fell from scaffold.
"	Montreal, Que	" 27	1	Run over by train.
"	Montreal, Que	" 27	1	Run over by street car.
"	LaTuque, Que	" 25	2	By an explosion of dynamite.
"	Port Colborne, Ont	" 13	1	Run over by train.
"	South March, Ont	" 15	1	Run over by train.
"	Winnipeg, Man	" 29	1	By falling stone.

crushed to death in an elevator in Montreal during March, and two others were injured by machinery, compared with no accidents in the previous month and three injuries in March of last year.

Food and tobacco preparation.—In this group one worker was killed in a runaway, and three were injured, one each by machinery, by being run over and by a runaway. In the preceding month, there were one killed and five injured and in March, 1910, two killed and six injured.

Leather trades.—Two workmen were injured, one by an elevator and one by flying material. There were no accidents in the previous month nor in March, 1910.

Railway service.—Eighteen railway employés were killed and twenty-six injured in March last, compared with twenty-four killed and twenty-six injured the month previous and seventy-two killed and thirty-three injured in March, 1910. Twelve of the fatal accidents were due to being run over, three to collisions and one respectively to a derailment, to being caught between cars and to an explosion of dynamite. Of the injuries seven were due to collisions, six to falls, five to being caught between cars, three each to being run over and to falling material, and one each to flying material and to exposure.

Navigation.—In March, 1911, seven were killed and one injured, as against two injured in February last and no accidents a year ago. Six of the fatalities were due to drowning and one to a fall, while a fall also caused serious injury to a workman.

General transport.—Four workers were killed and eleven were injured during March, compared with fourteen injured the month before and four killed and thirteen injured in March, 1910. Of the fatalities two were due to falls and one each to a runaway and to being run over. Four of the minor accidents were due to being run over, two each to being crushed and to falling material and one each to livestock, to an explosion of dynamite and to a fall.

Public employés.—During March, 1911, two public employés were killed and sixteen were injured, as against two killed and thirteen injured the month before, and six injured in March, 1910. An asylum guard was assaulted and killed by an insane patient at Montreal and a fireman in the same City was run over by a ladder truck and killed. Of the sixteen injuries, seven were caused by falls, three respectively by asphyxiation and by being run over, two by falling material and one by flying material.

Miscellaneous.—The record for March, 1911, was five killed and seven injured, compared with one killed and eight injured in February last, and six killed and nine injured in March a year ago. One each of the fatal accidents were due to an elevator, to being run over, to a fall, to an explosion of gasoline and to machinery, while of the other accidents two each were due to machinery and to falls and one each to falling material, to being run over and to an elevator.

Unskilled labour.—Thirteen labourers were killed and thirteen injured in March last past, compared with four killed and six injured in February last and five killed and fifteen injured in March, 1910. Being run over caused six of the fatalities, falls, falling material and explosions of dynamite two respectively, and flying material one. Of the injuries four each were caused by falls and by falling material, two each by being run over and by explosions of dynamite and one by machinery.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during the month of March, 1911.

DOMINION REPORT.

Fifth report of the Board of Railway Commissioners for Canada, for the year ending March 31, 1909. Ottawa: King's Printer, 1910. Pages, 407. Price, 25 cents.

A GREAT many subjects are dealt with in the Fifth Report of the Board of Railway Commissioners of Canada, which contains an account of the work of the Commissioners during the year ended March 31, 1910. Orders

were issued by the Board providing for the equipment of passenger coaches with fire extinguishers, the equipment of freight vans with coupler-operating levers, and cupolas of cabooses with airguages and air-controlling valves. Rules and regulations were issued concerning highway crossings, railway fencing and cattle guards, loading long material and stone on flat or open cars, and the carriage of explosives. A uniform bill of lading, and a uniform code of train-rules were sanctioned by the Board.

The returns of railway accidents show that there were 456 persons killed and 1,123 injured during the year. Of those who were killed, fifty-one were passengers, 194 were employés and 211 were other persons. Of the injured, 211 were passengers, 745 were employés and 167 were other persons.

QUEBEC REPORT.

Mineral Production of Quebec.

Preliminary statement of the Mineral Production of the Province of Quebec, during the year 1910. Mines Branch, Department of Colonization, Mines and Fisheries. Quebec: 1911. Pages, 8.

The Preliminary Statement of the mineral production of the Province of Quebec for the year 1910 shows a substantial increase over the preceding year. The asbestos industry was very active, the amount sold and shipped exceeding any previous year, with the exception of 1908. In some cases, the mines are over 200 feet in depth, but there is no apparent decrease in the contents of asbestos in the rock. There were increase in the sales and shipments of mica and phosphate, and the market is markedly improving. The value of cement products was forty-eight per cent. over that of the preceding year.

The following table shows the quantity and value of the mineral production in the Province of Quebec during the calendar year 1910, with the value of the production in 1909.

	1910		1909 Value
	Quantity.	Value.	
Bog iron ore ....tons	7,601	$ 24,773	$ 4,668
Ochres..... "	4,812	33,185	28,093
Chromite..... "	619	6,190	26,604
Copper and sulphur ore..... "	24,040	145,690	215,580
Asbestos..... "	77,875	2,535,664	2,296,584
Asbestic..... "	24,716	17,613	20,468
Mica .....lbs.	241,429	57,617	27,034
Phosphate .....tons	1,291	13,905	4,800
Graphite.....	.....	8,865	10,339
Mineral waters ..gals.	356,096	72,420	17,246
Titaniferous iron ore .....tons	3,596	5,394	.....
Slate ..... .squares	3,959	18,492	24,000
Cement .....bbls	1,563,716	1,954,646	1,314,551
Magnesite .....tons	322	2,160	2,508
Marble.....	.....	151,103	130,000
Flagstone.....	.....	890	8,500
Granite.....	.....	251,447	149,064
Lime.....	.....	236,948	105,486
Limestone.....	.....	483,447	457,143
Bricks .....M	123,077	946,011	584,371
Sewer pipes, tiles and pottery.....	.....	103,771	125,000
Quartz .....tons	805	2,013	.....
Totals.....		7,072,244	5,552,062

ONTARIO REPORTS.

Education in Ontario.

Report of the Minister of Education, Province of Ontario, for the year 1910. Toronto: King's Printer, 1911. Pages, 591.

The Report of the Minister of Education of Ontario for the year 1910, shows a distinct improvement in the educational conditions of the Province. In the year 1909, the average salaries of male and female teachers in urban schools was $1,009 and $532 respectively, being increases of $14 and $16 for the year. In rural schools there were increases of $22 and $17, the average salaries being $484 for males and $399 for females. There were 189 more teachers in the public and separate schools than in the preceding year, and 720 more than five years previous. There was a great improvement in the relative number of the high grades of teachers, owing to the opening of three additional normal schools. There was an increase of 3,081 in the number of enrolled pupils, the total enrollment being 456,302. The rural schools showed a

decrease of 2,997 pupils, and the urban an increase of 6,078. In 1909 there were 128 continuation schools, with an attendance of 5,866, and in 1910 there were 135 schools, with an attendance of 5,917 pupils. There were 145 high schools and collegiate institutes in 1909, with an attendance of 33,101 pupils, an increase of 1,189 pupils over the previous year.

UNITED STATES REPORTS.

Industrial Conditions in Colorado.

Twelfth biennial report of the Bureau of Labour Statistics of the State of Colorado, 1909–1910. Denver: State Printers, 1911. Pages, 360.

The Twelfth Biennial Report of the Bureau of Labour Statistics of Colorado for the years 1909 and 1910, contains chapters on the following subjects: Labour Organizations of Colorado, Industrial Labour Disturbances, Agricultural Statistics, Mining Statistics, Railroad Statistics, Assessors' Schedules, and Census Reports. In addition, it contains department reports on mine disasters, factory inspection, and employment offices, and a general review of the work of the Bureau.

Recommendations are made that a board of examiners be created to examine every coal miner as to his competency, before he be allowed in the mines, and that in no case should an inexperienced man be allowed to work in a coal mine, unless he is put with an experienced miner. A new child labour law is recommended, which would give the Bureau of Labour power to issue all employment permits to children.

Industrial Conditions in Connecticut.

Twenty-fourth report of the Bureau of Labour Statistics of the State of Connecticut, for the two years ended November 30, 1910. Hartford: 1910. Pages, 400.

The Report of the Bureau of Labour Statistics of Connecticut for the two years ended November 30, 1910, deals with the following subjects: New Factory Construction, Free Public Employment Bureaus, Child Labour, Tenement Houses, Directory of Labour Organizations, Strikes and Lock-outs, Employers' Liability and Workmen's Compensation, Proposed Legislation. The chapter on Child Labour contains tables prepared by the American Association for Labour Legislation, showing the legislation in force in the various States of the Union, with reference to the ages at which employment of children is unlawful and in what establishments such employment is forbidden, the maximum hours of labour allowed them per day and per week, and the prohibition of night work; the names of the various permits, certificates and proofs required, and the compulsory education age and period, the exemptions and the educational requirements for employment. The need for the medical examination of children employed in factories is pointed out, and an account is given of a Bill which has been introduced in the Federal Congress for the establishment of a Children's Bureau in the Department of Commerce and Labour.

OTHER REPORTS RECEIVED

Canada.—Report of the Minister of Public Works, 1910.

Report of the Department of Trade and Commerce, 1910; Part VII: Trade of Foreign Countries and Treaties and Conventions.

Department of Public Works, Nelson River. Report upon Reconnaissance Survey.

Department of Public Works. Ottawa River Storage. Progress Report; Fiscal Year 1909–1910.

Report of Proceedings of the Deputation of Fruit and Vegetable Growers in the Hearing of Sir Wilfrid Laurier and Parliament, February 10, 1911.

Great Britain.—Statistical Abstract for the Principal and Foreign Countries in each year from 1898 to 1908–9.

Annual Statement of the Trade of the United Kingdom with Foreign Countries and British Possessions, 1909; Supplement to Volumes I and II.

Report of the Departmental Committee appointed by the President of the Local Government Board with respect to the Orders relating to the Administration of Outdoor Relief.

United States.—Thirteenth Annual Report of the Bureau of Labour Statistics of Virginia, 1910,

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

QUEBEC CASE.

Benefit Association Life Insurance.

The late J. A. Farlinger was a member of a Valleyfield Lodge, and in January, 1894, entered into a contract of life insurance with the Order, for the benefit of his wife, for $2,000, on the assessment plan. In December, 1905, he applied, in accordance with the rules of the Order, for a "clearance card" or certificate which would entitle him to have his membership transferred to another lodge known as the Longueuil Lodge. By the Constitution of the Order no such certificate could issue, nor could such a transfer be effected, unless the member requesting it was in good standing, and had paid all dues and assessments up to and including those for the month in which his application was made. He received the necessary certificate from the defendant, and, on June 2, 1906, applied for affiliation and was transferred to the Longueuil Lodge. He paid his dues and assessments to that lodge, from month to month, up to the time of his death on November 19, 1906. The claim by his widow, the plaintiff, was resisted by the Order on the ground that at the time of the transfer, on June 2, 1906, Farlinger had not in fact been a member in good standing, as he was then in arrears for dues and assessments which should have been paid to or through the lodge to which he had previously belonged; that he was under suspension at the time of his death, and consequently, that, by the conditions of the policy, the Order was relieved of obligation to pay the amount of the insurance. The plaintiff's action was dismissed at the trial in the Superior Court, District of Montreal, but that judgment was reversed on appeal to the Superior Court sitting in review. The judgement appealed from affirmed the judgement of the Court of Review. An appeal from that judgement to the Supreme Court of Canada was dismissed with costs. The Supreme Court held, that where the constitution of a benefit association provides that members shall not be transferred from one lodge to another unless all dues and assessments have been paid, up to and including those for the month in which the application for affiliation is made, the fact that, upon such an application a member was transferred from one lodge to another involves the presumption, as against the association, that the transfer was regularly made when the member was in good standing and in accordance with the regulations.

(Turner v. The Grand Lodge of the Ancient Order of United Workmen of Quebec and The Maritime Provinces, 44 S. C. R., 145)

ONTARIO CASES.

Master and Servant.

In an action by the plaintiff against the defendants for damages for the death of the plaintiff's son, through the alleged negligence of the defendants, judgement was given by Mr. Justice McGee, the trial judge, in favour of the plaintiff, upon the findings of the jury. This judgement was affirmed hy the Divisional Court, and, upon appeal, was reaffirmed by a majority of the Court of Appeal, Mr. Justice Meredith and Mr. Justice Riddell being the dissenting judges in that Court.

The plaintiff's son, while engaged in the employ of the defendants in wheeling a barrow containing mixed concrete from a platform where it was made up, along a narrow plank-walk or way, spoken of in the evidence as the "north runway," in the direction of an abutment of a bridge over a highway, in course of construction by the defendants, fell in some way to the ground below and was killed. The runway in question ran in a northwesterly direction from the platform on which the concrete was mixed, to another runway situate on the east side of the abutment, and west of the platform from which the mixed concrete was be-

ing wheeled. From the south end of this latter runway, another runway, spoken of as the "south runway," extended in an easterly direction to the platform on which the concrete was mixed. The north runway was constructed by laying two planks, 10 inches wide and 3 inches thick, alongside each other, thus giving a way of 20 inches in width.

The west runway was from 40 to 58 inches in width, and the south runway had four planks, and was 40 inches in width. All three runways were 20 feet above the highway underneath. No witness who testified actually saw the deceased fall. He and three others were engaged in the work of wheeling the concrete. Each would in turn leave the mixer platform with his barrow loaded with about 200 pounds of concrete, and proceed along the north runway towards the west runway, from which he would empty his barrow into the excavation for the concrete wall, and then return to the mixer platform by way of the south runway. It was said it would not take more than a minute of time to make the round, but this does not appear to be very accurate.

On this particular occasion, the deceased left the mixer platform with his loaded barrow, and went along the north runway as usual. Very soon after—how long is not clear, but certainly not more than a minute—an alarm was given that he had fallen, and he was found unconscious on the roadway below. The base of his skull was fractred, and there was an abrasion on his right arm from the wrist to the elbow and towards the shoulder. He never recovered consciousness, and died shortly afterwards. As he lay, his feet were about 12 feet out from the north runway. The head was towards the north-east, and his feet pointing towards the south-west, that is, partially towards the north runway. and partially towards the west runway.

Chief Justice Moss, for the majority of the Court, said: "The sole question is as to how the accident happened. It is well-settled that, where there is a conflict or doubt as to the proper inference to be drawn from the facts in proof, or, if the evidence is such that the jury might reasonably come to a conclusion in favour of the plaintiff, or might reasonably draw a contrary inference, the case is for the jury to decide. I agree with the Divisional Court, that facts were proved from which the jury might reasonably conclude that the cause of death was the fall of the deceased from the north runway. And I have no difficulty in also agreeing that there was in the testimony quite sufficient to justify the jury in finding that the north runway, constructed where and in the manner shewn by the evidence, was dangerous to persons using it for the purposes to which it was put."

(McKean vs. Canadian Pacific Railway Company, Ont., W. N., 812.)

Odour from Tobacco Factory—Nuisance—Injunction.

The plaintiff complained of the odours arising from the manufacture of tobacco on the defendant's premises as detrimental to his enjoyment of his own neighbouring premises. The odour from the tobacco arose chiefly from the processes of steaming, steeping and stewing which it had to undergo, and the boiling of sugar, licorice and other ingredients with which it was mixed before it was reduced to "plug tobacco", ready for the market. Is appeared that the odours could not be prevented if the manufacture was to go on, and, upon the evidence, the defendants appeared to be doing their best to prevent injury to their neighbours. Many witnesses were called for the plaintiff, who described the odour as a "most sickening smell," "a very bad smell," "very, very offensive," and "very nauseating." Some said that it produced vertigo and dizziness, others, nauseau and headache. Some did not find any evil result beyond that incident to the disagreeable nature of the odour. The defendants produced a number of witnesses, many of whom said that the odour was "not unhealthy" others said that it "did not affect" them; and one lover of tobacco described it as "just splendid." Upon the whole evidence, in the opinion of the Divisional Court, there was no doubt that there was a strong odour that to many, if not most, was extremely disagreeable.

The action was brought by a merchant of Windsor complaining of the odour, and claiming an injunction in respect of such odours and other matters. Chancellor Boyd dismissed the action in respect of the claim for an injunction without costs; but granted the plaintiff a reference as to damages, if he chose to take it.

Upon appeal to the Divisional Court, it was held, upon the evidence, that the odours caused material discomfort and annoyance and rendered the plaintiff's premises less fit for the ordinary purposes of life, even making all possible allowances for the local standard of the neighbourhood, and, therefore, constituted a nuisance. The court said that the reasonableness of the defendant's use of his own premises does not affect the plaintiff's rights. It was also held that, as the comfort and enjoyment of the plaintiff's property was interfered with, he was entitled to an injunction; damages would not be an adequate remedy. The operation of the injunction was stayed for six months to enable the defendants to abate the nuisance.

(Appleby v. Erie Tobacco Company, 22 O.L.R., 533.)

$1000 Damages for the Loss of an Arm.

The Divisional Court has dismissed the appeal of the Canadian Pacific Railway from the decision of Mr. Justice Teetzel awarding Lloyd Brown, of Brantford, $1,000 damages for the loss of his right arm. Brown was stealing a ride from Toronto, riding on an oil tank-car. At Galt the conductor ordered him off, and he fell, his arm going under the wheels. The Divisional Court held that he was unlawfully on the train, but this did not justify the conductor ordering the man off when his getting off the train might have been accompanied with danger, by reason of the rapid rate at which the train was going.

The case has been tried twice, Chancellor Boyd awarding the man $2,000 damages at the first trial. The Court of Appeal directed a second trial.

Labourers Lose Appeal.

Mr. Justice Riddell has dismissed the appeal of Roki Gaetano, an assignee of the claims of sixteen foreign labourers on the National Transcontinental Railway, who were in the employ of the Nepigon Construction Company. The defendants took $3,278.73 from the wages of the men for railway fare and other necessaries. The men disputed the claim, but Judge O'Leary, of Port Arthur, dismissed their claim, and he was sustained by Mr. Justice Riddell.

Laundries Placed Under Rules of Factories Act.

The Ontario Government proposes to place all laundries subject to the Factories Act, and, of course, under the jurisdiction of the factory inspector.

This move has the endorsation of the board of health of London, Ont., Last year complaints were made to the board that the sanitary condition of some of the Chinese laundries of the city was not good. Dr. Hutchinson, M. H. O., made an inspection, and it was found that many of them were not up to the standard. They were instructed to clean up, and while there was a certain improvement, it was not sufficient to meet with the endorsation of the board. It was also found that they had not sufficient power to force the Chinamen to maintain the proper degree of cleanliness.

The steam laundries of the city are all inspected. The factory inspector makes regular calls on them, and they keep them properly looked after. The local Trades and Labour Council also made a plea some time ago for a better inspection of laundries.

Restraint of Trade. Agreement between Servant and Master as to Similar Business.

Upon an appeal by the plaintiffs from the judgement of Chief Justice Mulock dismissing the action, which was brought for an injunction and damages in respect of an alleged breach by the defendant of his contract not to engage, in Canada, in a business of a kind similar to that carried on by the plaintiffs, for three years after leaving their employment, it apppeared that the plaintiffs

carried on a compound business, namely: (1) the manufacture of whitewear and the laundering of it; (2) a general or custom laundry business. The defendant, who had been employed in the laundry department of the plaintiff's business, and had learned their methods and secret processes, left their employment in June, 1910, and began to carry on a rival custom laundry business. By a restrictive clause contained in an agreement between the plaintiffs and defendant, made in 1904, the defendant, for good consideration, had become bound, for three years after leaving the employment of the plaintiffs, that he would be "neither directly nor indirectly interested or employed in any way by himself, or with, by, or through any other person, in any business of a similar kind to that carried on by the plaintiffs within the limits of the Dominion of Canada."

The Divisional Court held, that the defendant was carrying on "business of a similar kind" to that of the plaintiffs, even though the plaintiffs' laundry should be regarded as ancillary to their manufactury—all was the one business of compound and cognate nature, a material part of which the defendant was injuring. It was also held, that the burden rested on the defendant to show that the contract was invalid, in that the protection extended beyond what the plaintiff's interest required, which is the modern test of validity; and, as the evidence showed that the business of the plaintiffs as a whole extended over all parts of Canada, and, as to the laundry branch, extended over the greater part of Canada, the covenant not to engage in business "within the limits of the Dominion of Canada" was not too wide for the plaintiff's protection, and its validity had not been successfully impeached—regard being had, moreover, to the trade secrets and improved methods of the plaintiffs communicated to the defendant.

Public policy requires that men of full age and competent understanding shall have the utmost liberty of contracting, and that their contracts, when entered into freely and voluntarily, shall be held sacred and shall be enforced by Courts of Justice. *Nordenfelt v. Maxim Nordenfelt Guns and Ammunition Company*, (1894) A. C. 535; *Printing and Numerical Registering Company v. Sampson* (1875), L. R. 19 Eq. 462, 465; and *E. Underwood & Son, Limited v. Barker*, (1899) 1 Ch. 300, followed. *Henry Leetham & Sons, Limited v. Johnstone-White*, (1907) 1 Ch. 189, 322, distinguished.

The judgement of Chief Justice Mulock was reversed.

(Allen Manufacturing Company v. Murphy, 22, O.L. R., 539.)

MANITOBA CASES.

Machinists' Appeals Dismissed.

The appeals of the Machinists' unions to the Court of Appeals of Manitoba against the judgement of Justice Mathers, in the Vulcan Iron Works' case, was dismissed. Appeals of the Vulcan Iron Works on another branch of the judgement was also dismissed. The full bench of judges was unanimous in upholding the findings of the trial judge. This leaves the machinists with a perpetual injunction against picketing the Vulcan Iron Works, and an award of $500 damages against them. If the case is pursued further it will either be appealed to the Supreme Court of Canada, or special leave will be applied for to appeal direct to the Privy Council.

As the appeal judges were unanimous it is altogether likely that the decision would be upheld in the Supreme Court. On the other hand there would seem to be a necessity of getting the question involved before the Privy Council for final decision. The recent case of the Plumbers, out of which Canadian organized labour hoped to get the decision of the Privy Council that peaceful picketing was not unlawful, failed to get before the Council on account of delay in making the necessary application. Therefore, as things now stand, labour in this country is under the disabilities of the Taff Vale decision, although it has long since been remedied in Great Britain.

Desertion of Employment.

The Manitoba Iron Works' employés in the moulding shop went on strike last

fall when the piece system was introduced and, arising out of the subsequent development, an interesting case came before the Police Magistrate in Winnipeg on March 6, 1911.

Fred H. Hilkins was charged by the Company with deserting his employment. It appeared that he had been brought from Montreal, and had been advanced the price of his ticket. He signed a contract with the Manitoba Iron Works at a scale of 32½ cents an hour. If he remained in their employ for six months the fare advanced him would not be deducted, but during this six months it would be deducted from his salary in weekly instalments.

T. R. Deacon, the general manager of the iron works, was himself the first witness, and stated that the man had reported to work, but had immediately left the premises without giving any reason. He also said that during the past year he had sent fares to various points of the Dominion for no less than 100 men. He argued that Hilkins had broken his contract.

Hilkins, through his solicitor, W. Manahan, set up the defence that the iron works was not an "open shop," as had been represented in Montreal, and that it was a "closed shop", no union man being permitted to work there.

Magistrate Daly said that it was not a matter of union or non-union; it was whether the defendant had broken his contract or not. He found that he had done so, and fined him $20.

ALBERTA CASES.

Mechanics' Lien.—Construction of Statute.

Section 4 of the "Alberta Mechanics' Lien Act" (6 Edw. VII ch. 21) gives to any contractor or materialman, furnishing labour or materials for a building at the request of the owner of the land, a lien on such land for the value of such labour or materials. Sub-section 4 of section 2 provides, that the term "owner" shall extend to and include a person having any estate or interest "in the land upon or in respect of which the work is done or materials are placed or furnished at whose request and upon whose credit or on whose behalf or with whose privity or consent or for whose direct benefit any such work is done, &c." By section 11 "every building.....mentioned in the fourth section of this Act constructed upon any lands with the knowledge of the owner or of his authorized agent.....shall be held to have been constructed at the request of such owner", unless the latter gives notice within three days after acquiring such knowledge that he will not be responsible.

The lessee of land, as permitted by his lease, had buildings thereon pulled down and proceeded to erect others in their place, but was obliged to abandon the work before it was finished. The owner of the land was aware of the work being done, but gave no notice disclaiming responsibility therefor. Mechanics' liens having been filed under the Act, it was held by the Supreme Court of Canada, upon appeal from the Supreme Court of Alberta, that the interest of the owner in the land was subject to such liens. Judgement appealed from, varying that at the trial (2 Alta., L.R., 109) in favour of the lienholders, affirmed.

(Scratch v. Limoges, 44 S. C. R., 86.)

BRITISH COLUMBIA CASES.

Workmen's Compensation Act."—Compensation for Injury.

In an action in the Supreme Court of British Columbia claiming damages under the "Employer's Liability Act", and, alternatively, under the "Workmen's Compensation Act," the plaintiff, at the trial, abandoned the claim under the former Act, and, thereupon, the judge dealt with the case as a claim under the "Workmen's Compensation Act". He found that the plaintiff's deceased husband came to his death solely in consequence of his own "wilful and serious misconduct", and, therefore, under sub-section 2 (*c*) of section 2 of the Act, held that she was precluded from obtaining compensation in consequence of his death.

Upon an appeal from the Court of Appeal for British Columbia, to the Supreme Court of Canada, it was held by Justices Davies, Duff and Anglin, that the right of appeal from a decision in the course of

proceedings to which article 4 of the second schedule of the "Workmen's Compensation Act" applies is available only for questioning the determination of the court or judge upon some question of law. Decisions upon questions of fact, in adjudicating upon a claim brought before the Supreme Court under sub-section 4 of section 2 of that Act, are not subject to appeal. Whether or not there is any reasonable evidence to support a finding of "wilful and serious misconduct" is an appealable question. In the circumstances of the case the Court held, Justices Davies & Anglin dissenting, that there was not reasonable evidence to support the finding of "wilful and serious misconduct." The appeal from the judgement of the Court of Appeal for British Columbia (15 B.C., Rep. 198) was dismissed, Justices Davies and Anglin dissenting.

(Granick v. The British Columbia Sugar Refining Company, 44 S.C.R., 105.)

$3,000 Damages to Brakeman.

An action dealing with the liability of railways towards employés which was tried by Mr. Justice Clement and a jury in the Supreme Court resulted in a verdict for plaintiff for $3,000 and costs. The action was brought by a brakeman, named Carrington, against the Canadian Pacific Railway Company for damages in respect of his having been thrown from the top of a freight car through the alleged improper use of the emergency brake.

On behalf of the defendant Company, it was contended that the engineer undoubtedly only pressed the handle of the brake to "service conditions", but from some unexplained reasons the brakes went into "emergency" unconsciously, without any fault on the part of the engineer. The engineer, fireman, brakesman, and conductor had all testified that the train had not been going at more than five or six miles an hour, and that the emergency brake was absolutely unnecessary. As to the accidental aspect of the case it was contended that, although every precaution was taken, if some small piece of foreign matter did get into the port, it was a pure accident.

For plaintiff it was contended that, if the engineer was negligent or careless, or if the machinery was defective, then the defendant company must pay the damages the jury assessed. The accident was clearly due to the involuntary carelessness of the engineer, and, therefore, the company were liable, as they also were, even had it been proved that a speck of dirt had got into the machinery as suggested. This entry of any foreign matter had not, however, been proved. It was also contended that the handle of the brake was put on so suddenly into "full service.' that it went to "emergency" or else it was put directly to "emergency."

Mr. Justice Clement stated this was a comparatively simple case as regarded the law. The facts he left to the jury, after explaining the meaning of the Employers' Liability Act. After being instructed as to the elements of damage, the jury retired and after a short absence returned with a verdict for the plaintiff for $3,000, for which sum and costs judgement was directed.

UNITED STATES CASE.

Railway Employés Claims for Damages Despite Relief Contracts.

Under a decision rendered by the United States Supreme Court, employés of railroads in Iowa cannot sign away their right to damages for injuries suffered through the neglect of their employers. The fact that they may be members of a relief association and have signed contracts relieving the railroads of liability for damages in case of injury, does not affect their rights.

An Iowa law passed in 1898 established this proposition. The constitutionality of the law was attacked when Charles L. McGuire sued the Chicago, Burlington & Quincy Railroad Company for $2,000 damages for injuries. McGuire had been given $882 by the Burlington relief department, an association maintained by the railroad and its employés, one of the regulations of which was that employés must elect between relief from it and pressing a claim against the Company.

The Supreme Court of Iowa upheld the constitutionality of the law. The United States Supreme Court affirmed the decision of the state court in an opinion announced by Justice Hughes.

APPENDIX

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA.

DIRECTORY OF LABOUR ORGANIZATIONS, 1911

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
	CONGRESSES AND NATIONAL ASSOCIATIONS.		
	Trades and Labour Congress of Canada	P. M. Draper	Box 515, Ottawa, Ont.
	Canadian Granite Cutters' Union	Geo. C. Mackie	Beebe Junction, Que.
	Federated Association of Letter Carriers	M. McMordie	Toronto, Ont.
	Grand Council The Shipmasters' Association of Canada	Capt. H. O. Jackson	376 Huron St., Toronto, Ont.
	Grand Council National Association , Marine Engineers	Neil J. Morrison	St. John, N.B.
	Canadian Federation of Labour	J. A. Mercier	Quebec, Que.
	Provincial Workmen's Association	John Moffatt	Old Bridgeport, N.S...
	Canadian Brotherhood of Railway Employés	M. McLean	4 Uniack St., Halifax, N.S.
	Federation of Textile Workers of Canada	Oscar Nantel	24 St. Augustine, St. Henri,Montreal.
	Fishermen's Union of Nova Scotia	Bernard Cummings	Port Joli, N.S.
	TRADES AND LABOUR COUNCILS.		
Nova Scotia—			
Halifax	Halifax District Trade and Labour Council	H. C. Low	16 Pleasant Ave., Halifax, N.S.
Sydney	Sydney Trade and Labour Council	H. Gregory	Box 418, Sydney, N.S.
New Brunswick—			
Moncton	Moncton Trade and Labour Council	L. F. Wallace	Moncton, N.B.
St. John	St. John Trade and Labour Council	Alfred L. Dever	382 Main St., St. John, N.B.
Prince Edward Island—			
Charlottetown,	Charlottetown Trade and Labour Council	Harry Corcoran	Box 203, Charlottetown, P.E.I.
Quebec—			
Montreal	Montreal Trade and Labour Council	R. Brunet	301 St. Dominique St., Montreal, Q.
Montreal	National Trade and Labour Council	Geo. Lesage	555 Wolfe St., Montreal, Que.
Quebec	National Trade and Labour Council	J. A. Mercier	11 Ave. du Sacre Cœur, Quebec, Que.
Quebec	Quebec and Levis Federated Trades and Labour Council	Edm. Bouchard	234 Prince Edward, Quebec, Que.
Sherbrooke	Sherbrooke Trades and Labour Council	A. Boulette	55 Alexander St., Sherbrooke Que.
St. Johns	St. Johns Trades and Labour Council	F. E. Bangs	St. Johns, Que.
Ontario—			
Berlin	Berlin Trades and Labour Council	O. H. Zimmer	Berlin, Ont.
Brantford	Brantford Trades and Labour Council	Wm. G. Jones	Brantford, Ont.
Brockville	Brockville Trades and Labour Council	J. H. Gilroy	Brockville, Ont.
Chatham	Chatham Trade and Labour Council	James LeBer,	Chatham, Ont.

Fort William	Fort William Trades and Labour Council	F. Urry	Fort William, Ont.
Galt	Galt and Preston Trades and Labour Council	Fred. Rayfield	Galt, Ont.
Guelph	Guelph Trades and Labour Council	John Hoile	Guelph, Ont.
Hamilton	Hamilton Trades and Labour Council	W. R. Rollo	Hamilton, Ont.
Kingston	Kingston Trades and Labour Council	Thos. H. Fleming	Box 85, Kingston, Ont.
London	London Trades and Labour Council	A. H. Carroll	504 King St., London, Ont.
Niagara Falls, Ont	Niagara Falls Trades and Labour Council	Wm. M. Church	Niagara Falls, Ont.
Ottawa	Ottawa Allied Trades and Labour Association		Box 51, Ottawa, Ont.
Ottawa	National Trades and Labour Council	Samuel Kennedy	53 Alexander St., Ottawa, Ont.
Peterborough	Peterborough Trades and Labour Council	F. C. Dobbin	Peterborough, Ont.
St. Catharines	St. Catharines Trades and Labour Council	L. T. Coyle	3 Court St., St. Catharines, Ont.
St. Thomas	St. Thomas Trades and Labour Council	W. Stokes	69 Flora St., St. Thomas, Ont.
Sarnia	Sarnia Trades and Labour Council	Thomas C. Sloane	Sarnia, Ont.
Stratford	Stratford Trades and Labour Council	Fred. J. Todd	Box 329, Stratford, Ont.
Toronto	Toronto District Labour Council	Robt. Haberstock	Labour Temple, Toronto, Ont.
Wallaceburg	Wallaceburg Trades and Labour Council	James Lucas	Box 219, Wallaceburg, Ont.
Windsor	Windsor Trades and Labour Council	L. Wilbur	39 Wellington Ave., Windsor, Ont.
Woodstock	Woodstock Trades and Labour Council	G Childs, Jr.	Woodstock, Ont.
Manitoba—			
Brandon	Brandon Trades and Labour Council	G. H. Manson	121 Pacific E., Brandon, Man.
Winnipeg	Winnipeg Trades and Labour Council	W. J. Bartlett	Trades Hall, Winnipeg, Man.
Winnipeg	Canadian Pacific Railway Company Trades Council	G. Earle	736 Elgin Ave., Winnipeg, Man.
Alberta—			
Calgary	Calgary Trades and Labour Council		Box 1404, Calgary, Alta.
Edmonton	Edmonton Trades and Labour Council	T. H. Clark	343 10th St., Edmonton, Alta.
Lethbridge	Lethbridge Trades and Labour Council	J. White	Lethbridge, Alta.
Medicine Hat	Medicine Hat Trades and Labour Council	J. D. Snowden	Box 183, Medicine Hat, Alta.
Saskatchewan—			
Moose Jaw	Trades and Labour Council	A. G. Gray	Moose Jaw, Sask.
Regina	Regina Trades and Labour Council	W. B. McNeil	Regina, Sask.
Saskatoon	Saskatoon Trades and Labour Council	Walter Page	Saskatoon, Sask.
British Columbia—			
Cranbrook,	Cranbrook Trades and Labour Council	W. P. Macdonald	Cranbrook, B.C.
Fernie	Fernie Trades and Labour Council	D. Rees	Fernie, B.C.
Nelson	Nelson Trades and Labour Council		Nelson, B.C.
New Westminster	New Westminster Trades and Labour Council	R. A. Stoney	New Westminster, B.C.
Revelstoke	Revelstoke Trades and Labour Council	John Russell	Revelstoke, B.C.
Vancouver	Vancouver Trades and Labour Council	R. P. Pettypiece	2349 St. Catherine St., Vancouver BC
Victoria	Victoria Trades and Labour Council	C. Sivertz	1278 Denman St., Victoria, B. C.

FEDERATIONS OF TRADE UNIONS.

Nova Scotia—			
Sydney Mines	District Union, United Mine Workers of America, No.	J. B McLchlan	Sydney Mines, N.S.
Sydney	District Council, Brotherhood of Carpenters and Joiners	H. Gregory	Box 396, Sydney, N.S.
New Brunswick—			
Moncton	District Lodge No. 52, International Association of Machinists	Joseph H. Clark	Box 262, Moncton, N.B.

DIRECTORY OF LABOUR ORGANIZATIONS.—Continued.

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Quebec—			
Montreal	Montreal Building Trades Council	H. Bernier	127 St. Dominique St., Montreal, Q.
"	Inter. Bricklayers & Masons Provincial Conference Board of Quebec	J. H. Bernier	744 Montana St., Montreal, Que.
"	Dist. Council of the United Brotherhood of Carpenters and Joiners	J. E. Campian	301 St. Dominique, Montreal, Que.
"	District Council of International Brotherhood of Blacksmiths		Montreal, Que.
"	Joint Council of Boot and Shoe Workers	Z. Lesperance	784 Emery St., Montreal, Que.
Quebec	Barbers' Association of Quebec	U. Michaud	92 St. Ambroise, Quebec, Que.
Ontario—			
Guelph	Guelph Building Trades Council	John Dempsey	Guelph, Ont.
Hamilton	Hamilton Building Trades Council	W. Brown	42 Arthur Ave., N., Hamilton, Ont.
Kingston	Kingston Building Trades Council	Alex. J. Murray	160 Rideau St., Kingston, Ont.
London	London Building Trades Council	James Dunn	665 Princess Ave., London, Ont.
London	London Metal Trades Council	John Jacobs	864 William St., London, Ont.
Niagara Falls, N. Y.	Inter. Dist. Councils of Locals of Bro. Painters, Decorators and Paper-Hangers	Christopher Schacht	910 Buffalo Ave., Niagara Falls, N.Y.
Ottawa	Ottawa Building Trades Council	J. Platt	131 Drummond St., Ottawa, Ont.
Ottawa	Ottawa Allied Printing Trades Council	Wm. C. Blount	375 Lyon St., Ottawa, Ont.
St. Catharines	St. Catharines Building Trades Council	W. Adams Beatty	114 King St., St. Catharines, Ont.
Toronto	Federated Council of Building Trades	Wm. Nettleship	19 Gibson Ave., Toronto, Ont.
"	Metal Trades Federation	Jas. Higgins	573 Perth Ave., Toronto, Ont.
"	District Lodge No. 46, International Association of Machinists	H. Bryson	275 Arthur St., Toronto, Ont.
"	International Woodworkers' Council	M. Jacobs	25 Farley Ave., Toronto, Ont.
"	Allied Printing Trades Council	W. H. Walker	602 Givens St., Toronto, Ont.
"	District Council No. 13, United Glass Workers of America	W. F. Bush	102 Ossington Ave., Toronto, Ont.
"	United Trades Council (Teamsters)	H. R. Barton	156 Victoria St., Toronto, Ont.
"	District Council United Brotherhood of Carpenters and Joiners	Sydney Jones	Labour Temple, Toronto, Ont.
"	Toronto Painters' District Council, No. 130	Jas. Hodsell	162 Jones Ave., Toronto, Ont.
"	Canadian Executive Amal. Society of Carpenters and Joiners	Wm. W. Young	98 Bellevue Ave., Toronto, Ont.
"	Iron Moulders' Conference Board of Ontario	F. O. Burgess	Woodstock, Ont.
Manitoba—			
Winnipeg	Winnipeg Building Trades Council	R. Chambers	Trades Union Hall, Winnipeg, Man.
Winnipeg	Winnipeg Allied Printing Trades Council	Thos. S. Ezart	523 Simcoe St., Winnipeg, Man.
Winnipeg	Carpenters' District Council	Wm. Tait	15 Christie Blk., Notre Dame Ave. Winnipeg, Man.
Saskatchewan—			
Regina	Federated Council of the Building Trades	B. Simmons	Box 1046, Regina, Sask.
Alberta—			
Fernie	District Union, United Mine Workers of America, No. 18	A. J. Carter	Fernie, B.C.
Edmonton	Edmonton Building Trades Council	J. R. Knight	1277 7th St., Edmonton, Alta.
Lethbridge	Building Trades Council, Lethbridge, Alta	D. J. Milne	Lethbridge, Alta.

British Columbia—			
Vancouver	Vancouver Metal Trades Council	R. C. Sampson	751 Dunlevy Ave., Vancouver, B.C.
"	Vancouver Allied Printing Trades Council	A. H. England	Box 66, Vancouver, B.C.
"	Building Trades Council	Geo. W. Williams	344 Robson St., Vancouver, B.C.
"	District Lodge, No. 34, International Association of Machinists	Jas. H. McVety	Vancouver, B.C.
"	United Carpenters Council		Vancouver, B.C.
Victoria	Victoria Building Trades Council	Wm. Thacker	Victoria, B.C.
Victoria	Victoria Allied Printing Trades Council	H. M. Diggon	778 Hill St., Victoria, B. C.
Dominion—			
Vancouver	Federation of Railway Employés, Canadian Pacific Railway Co	J. H. McVety	744 9th Ave., Vancouver, B.C.
Winnipeg	System Division Commercial Telegraphers Union, No. 1	D. Warner	87 Arlington St., Winnipeg, Man.
Montreal	Canadian Broker Division No. 21, Commercial Telegraphers	T. J. Walshe	384 Clark St., Montreal, Que.
Ottawa	Great North Western System Division No. 43, Com. Telegraphers	M. J. O'Neil	14 Empress Ave., Ottawa, Ont.

Trade Unions.

Nova Scotia—			
Annapolis Royal, Tupperville	Order of Railroad Telegraphers, No. 114	Stanley Tavener	Tupperville, N.S.
Amherst	Iron Moulders' Union of North America, No. 253	J. A. Arnold	Amherst, N.S.
"	Journeymen Tailors' Union, No. 183	Don. McDonald	Amherst, N.S.
"	Brotherhood of Railway Carmen, No. 468	Zacbud McCleod	Amherst, N.S.
"	Canadian Brotherhood of Railway Employés, No. 19	W. A. Brownell	Amherst, N.S.
Bridgeport	Island Lodge, P.W.A., No. 9,	William Lockman	Bridgeport, N.S.
"	United Mine Workers of America, No. 739	Jas. J. McNeill	Bridgeport, N.S.
Bridgewater, Mahone	International Brotherhood of M. W. Employés, No. 528	Hans Schulz	Mahone, N.S.
Caledonia	United Mine Workers of America, No. 695	Joseph Brierley	Caledonia, N.S.
Caledonia Mines, Glace Bay	Equity Lodge, P.W.A., No. 11	Robt. Flynn	Glace Bay, N.S.
Centreville, Digby County	Fishermen's Union of Nova Scotia, Station No. 8		Centreville, Digby County. N. S.
Clark's Harbour	Station No. 3, Fishermen's Union of Nova Scotia	Dan. E. Cunningham	Clark's Harbour, N.S.
Canso	Station No. 27, Fishermen's Union of Nova Scotia		Canso, N.S.
Digby, Brazil Lake	International Brotherhood of M. W. Employés, No.534	E. A. Crosby	Brazil Lake, N.S.
Dominion, No. 1	United Mine Workers of America, No. 583	A. J. Gouthro	Dominion, N.S.
Dominion, No. 1	Golden Rule Lodge, P.W.A., No. 28	John Brown	Dominion, N.S.
Dominion, No. 1	Kimberley Lodge, P.W.A., No. 33	Arthur Petrie	Dominion, N.S.
Dominion No. 4	United Mine Workers of America, No. 950	Denis Pendergast	Dominion No. 4, N.S.
Dominion No. 3	Progress Lodge, No. 36, P.W.A	Thos. MacDonald	Dominion No. 3, N.S.
Dominion No. 6	United Mine Workers of America, No. 530	John Wm. Scott	Dominion No. 6, N.S.
Dominion No. 12, New Waterford	United Mine Workers of America, No. 756	Wm. E. Morrison	New Waterford, N.S.
Florence	United Mine Workers of America, No. 1746	C. O. J. Knowles	Florence, N.S.
Florence, C.B.,	United Mine Workers, No. 405	John Ramsdale	Florence, C.B., N.S.
Framboise	Fishermen's Union of Nova Scotia, Station 18	D. H. MacDonald	Framboise, N.S.
Freeport, Digby Co.	Fishermen's Union of Nova Scotia, Station No. 9		Freeport, Digby Co., N.S.
Glace Bay	International Association of Machinists, No. 469	D. Roy Ingraham	Reserve St., Glace Bay, N.S.
"	Journeymen Tailors' Union No. 39	Geo. Tolson	Box 39, Glace Bay, N.S.
"	International Typographical Union, No. 457	John L. Cachrie	care of *Gazette*, Glace Bay, N.S.
"	Brotherhood of Locomotive Engineers, No. 581, Atlantic Division	Dan P. MacKenzie	King Edward St., Glace Bay, N.S.
Whitney Pier	Brotherhood of Locomotive Firemen and Enginemen, No. 717	Wm. A. Westaway	Whitney Pier, N.S.
Glace Bay	Brotherhood of Railroad Trainmen, No. 684	J. W. Morris	Glace Bay, N.S.
"	United Mine Workers, No. 576	Neil McDonald	Glace Bay, N.S.
"	United Mine Workers of America, No. 640	Joseph Gillis	Glace Bay, N.S.

DIRECTORY OF LABOUR ORGANIZATIONS.—Continued.

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Halifax	Bricklayers and Masons Union of Nova Scotia, No. 1	John E. Berrigan	114 Agricola St., Halifax, N.S.
"	United Brotherhood of Carpenters and Joiners, No. 83	Jas. Rasborough	161 Agricola St., Halifax, N.S.
"	Brotherhood of Painters and Decoratois' Union No. 425	Thos. Dibon	26 Creighton St., Halifax, N.S
"	Journeymen Plumbers' Union, No. 56	Fred. Craig	258 South, Halifax, N.S.
"	Granite and Freestone Cutters' Union	Dan. McCulloch	57 Bloomfield, Halifax, N.S.
"	Builders Labourers' Union, No. 185	John Downing	79 Cornwallis St., Halifax, N.S.
"	International Brotherhood of Boilermakers, No. 532	Edward Brunt	240 Robie St., Halifax, N.S.
Dartmouth, Halifax	National Association of Marine Engineers, No. 13	Chas. E. Pearce	Dartmouth, N.S.
Halifax	Shipwrights and Caulkers Association	D. K. O'Brien	66 West St., Halifax, N.S.
"	Iron Moulders' Union of North America, No. 171	Wm. Smith	5 Black St., Halifax, N.S.
"	International Brotherhood of Electrical Workers, No. 625	J. Fassett	3 N. Albert St., Halifax, N.S.
"	Coopers' Union	Pat Tobin	226 Barrington St., Halifax, N.S.
"	International Typographical Union, No. 130	Chas. Nelson	Care McAlpin Publishing Company, Halifax, N.S.
"	International Printing Pressmen and Assistants' Union, No. 193	T. H. Gillespie	48 Preston St., Halifax, N.S.
"	Journeymen's Tailors' Union, No. 409	P. J. Young	3 Chestnut St., Halifax, N.S.
"	Brotherhood of Locomotive Engineers, Halifax Division, No. 247	Wm. Lovett	Campbell Rd., Halifax, N.S.
"	Brotherhood of Railway Trainmen, Evangeline Lodge, No. 350	John E. Morley	Halifax, N.S.
"	Brotherhood of Locomotive Firemen and Enginemen, No.	John Daine	51 Duffus St., Halifax, N.S.
"	International Freight Handlers and Railway Clerks' Union, No. 127	F. R. Brown	120 Morris St., Halifax, N.S.
"	Canadian Brotherhood of Railway Employés, No. 12	Geo. L. Fleming	King Edward Hotel, Halifax, N.S.
"	Longshoremen's Protective Association	J. T. Joy	59 Upper Water St., Halifax, N.S.
"	Canadian Brotherhood of Railroad Employés, No. 14	A. Simmons	Intercolonial Railway Freight Shed Halifax, N.S.
"	Amalgamated Association of Street Railway Employés, No. 508	W. Rutt	21 W. Harvey, St., Halifax, N. S.
"	Teamsters' and Stablemen's Union	H. Ryerson	94 Queen St., Halifax, N.S.
"	Federated Association of Letter Carriers	Mr. De Freytas	251 Creighton St, Halifax, N.S.
"	The Clerk's Association of Halifax	C. E. Smith	120 Windsor St., Halifax, N.S.
"	Journeymen Barbers' Union, No. 258	W. Dee	15 Morris St., Halifax, N.S.
"	Amalgamated Meat Cutters' and Butchers' Workmen, No. 462	H. J. Lawrence	18 South Kline St., Halifax, N.S.
Port Hastings	Hastings' Lodge, P.W.A	Angus Fraser	Port Hastings, N.S.
Inverness	United Mine Workers of America, No. 1300	A. C. McInnis	Box 511, Inverness, N.S.
"	Star Lodge P.W.A., No. 41	W. S. Walker	Inverness, N.S.
Herring Cove	Fishermen's Union, Station No. 21	Edw. V. Dempsey	Herring Cove, N.S.
Indian Harbour	Station No. 24. Fishermen's Union of Nova Scotia		Indian Harbour, N.S.
Joggins	United Mine Workers of America, No. 1478	John O'Connor	Joggins, N.S.
Kentville	Brotherhood of Locomotive Firemen, Golden Rod Lodge, No. 501	Frank Andrews	Kentville, N.S.
"	Brotherhood of Railroad Trainmen, No. 723	Arthur Frizzell	Kentville, N.S.
"	Canadian Brotherhood of Railway Employés, No. 25	W. Bardel	Kentville, N.S.
Ketch Harbour	Station No. 22. Fishermen's Union of Nova Scotia		Ketch Harbour, N.S.
Little Bras d'or	Fishermen's Union of Nova Scotia, Station 17	John Macdonald	Little Bras d'Or, N.S.
Little Bras d'Or	United Mine Workers, No. 1080		Little Bras d'Or, N.S.
Little Harbour	Station No. 2, Fishermen's Union of Nova Scotia	M. C. Swim	Little Harbour, N.S.
Little River, Digby Co.	Fishermen's Union of Nova Scotia Station, No. 12		Little Riv., Digby Co. N.S.

Liverpool, Western Head	Fishermen's Union of Nova Scotia, Station 14	Wm. H. Hartman	Western Head, N.S.
Lingan	Fishermen's Union of Nova Scotia, Station 16		Lingan, N.S.
Long Beach and Whale Cove, Digby County	Fishermen's Union of Nova Scotia, Station No. 11		Long Beach and Whale Cove, Digby County.
Long Point	Station No. 26. Fishermen's Union of Nova Scotia		Long Point, N.S.
Mainadieu	Fishermen's Union of Nova Scotia, No. 13	D. Scott	Mainadieu, N.S.
Mulgrave, Port Hawkesbury	Canadian Brotherhood of Railroad Employés, No. 10	Ed. Langley	Port Hawkerbury, N.S.
New Aberdeen	United Mine Workers of America, No. 550	Dan. Stuart	New Aberdeen, N.S
Glace Bay	Aberdeen Lodge, P.W.A., No.	Lawrence Kehoe	Glace Bay, N.S.
"	Keystone Lodge, P.W A., No. 14	Dan. McRae	Dominion No. 2. Glace Bay, N.S.
"	Ironside Lodge, P.W.A.	Alf. Bowers	Glace Bay, N.S.
New Waterford, C.B., N.S.	United Brotherhood of Carpenters and Joiners, No. 1204	Allen Gilles	New Waterford, C.B., N.S.
New Waterford, C.B., N.S.	Patriot Lodge, No. 90, P.W.A.	Jos. J. Marshall, Dominion No14	New Waterford, C.B., N.S.
Pictou	Canadian Brotherhood of Railway Employés No.	J. Venoit	Pictou, N.S.
Port Hood	United Mine Workers of America, No. 1366	Jas. A. McLennan	Port Hood, N.S.
Port Joli	Station No. 4, Fishermen's Union of Nova Scotia	Arthur B. Macdonald	Port Joli, N.S.
Port Morien	Fishermen's Union of Nova Scotia, Station 15	Fred. Plash	Port Morien, N.S.
Port Morien	United Mine Workers, No. 2173	Chas. Robinson	Port Morien, N.S.
Queen's County	Fishermen's Union of Nova Scotia, Station No.	Ellis Wolfe	West Berlin, Queen's County, N.S.
River Hebert	United Mine Workers of America, No. 2366	Duncan Sherley	River Hebert, N.S.
Reserve Mines, C.B.,	United Mine Workers, No. 1705	Neil Sutherland	Reserve Mines, C.B., N.S.
Reserve Mines	Unity Lodge, P.W.A., No. 10	Malcolm McNeil	Reserve Mines, N.S.
Sambro	Station No .23. Fishermen's Union of Nova Scotia		Sambro, N.S.
Springhill	United Mine Workers of America, No. 469	D. C. McKenzie	Drawer 514, Springhill, N.S.
Springhill	Canadian Brotherhood of Railway Employés, No. 17	Geo. Keith	Springhill, N.S.
Shelburne, Shelburne County	Fishermen's Union of Nova Scotia Station, No. 20	Fred. Doane	Red Head, Shelburne, N.S.
Sandy Cove, Digby Co.	Fishermen's Union of Nova Scotia, Station No. 10		Sandy Cove, Digby Co., N.S.
Shelburne, Shag Harbour	International Brotherhood of M. W. Employés, No. 529	G. Nickerson	Shag Harbour, N.S.
Stellarton	Buller Lodge, P.W.A., No. 31	Dan. R. MacLean	Stellarton, N.S.
"	Order of Railway Conductors, Mt. Rundell Division No. 420	Michael McGilvarry	Stellarton, N.S.
"	Brotherhood of Locomotive Engineers, Acadia Division No. 586	Alex. Urquhart,	Box 211, Stellarton, N.S.
"	Brotherhood of Locomotive Firemen, Stella Lodge, No. 520	Angus McKenzie	Stellarton, N.S.
"	Brotherhood of Railway Trainmen, Eastern Star Lodge, No. 500	A. G. McKenzie	Stellarton, N.S.
"	Brotherhood of Railway Carmen, No. 324	C. L. Briggs	Stellarton, N.S.
"	Order of Railway Telegraphers, No. 103	Wm. McLeod	Stellarton, N.S.
"	Canadian Brotherhood of Railway Employés, No. 18	Pres. Geo. Brown	Stellarton, N.S.
"	International Brotherhood M. W., Employés, Div. No. 137	Robt. Stewart	Box 167, Stellarton, N.S.
Sydney	Bricklayers, Masons and Plasterers' Union, No. 2	Walter Scott	Box 455, Sydney, N.S.
"	United Brotherhood of Carpenters and Joiners, No. 1588	J. J. A. Campbell	Box 418, Sydney, N.S.
"	Iron Moulders' Union of North America, No. 324	Vincent Tobin	116 George St., Sydney, N.S.
"	International Brotherhood of Blacksmiths, No. 88	Ira P. McKay	106 Argyle St., Sydney, N.S.
"	International Typographical Union, No. 460	Jas. E. McDonald	Box 354, Sydney, N.S.
"	Amalgamated Association of Street and E. Railway Employés, No.514	P. J. Campbell	125 Inglis St., Sydney, N.S.
Grand Narrows	Order of Railway Telegraphers, No. 133	A. B. McDougall	Grand Narrows, N.S.
Sydney	Brotherhood of Locomotive Engineers, No. 663	Alex. Johnston	Sydney, N.S.
"	Brotherhood of Locomotive Firemen, No. 329	J. R. Stewart	Box 455, Sydney, N.S.
"	Brotherhood of Railway Trainmen, No. 554	W. H. Bigney	Box 408, Sydney, N.S.
"	Brotherhood of Maintenance of Way, No. 386	Peter Johnston	17 Harrington St., Sydney, N.S.
"	Canadian Brotherhood of Railroad Employés, No. 11	John A. McDonald	Sydney, N.S.
Sydney Mines	United Brotherhood of Carpenters and Joiners, No. 1167	J. B. McDonald	Sydney Mines, N.S.
"	Brotherhood of Locomotive Firemen and Enginemen, No. 737	D. F. McDonald	Sydney Mines, N.S.
"	United Mine Workers of America, No. 945	P. J. Brody	Sydney Mines, N.S.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA.—Continued.

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
"	Roberts Lodge, P.W.A., No. 35	W. J. Rowayne	Sydney Mines, N.S.
"	Drummond Lodge, P.W.A., No. 8	Arthur Davies	Sydney Mines, N.S.
"	Pretoria Lodge No. 77, P.W.A.	Jas. MacDougall	Sydney Mines, N.S.
Tiverton, Digby Co.	Fishermen's Union of Nova Scotia, Station No. 6		Tiverton, Digby Co., N.S.
Truro	Order of Railway Conductors, Howe Division, No. 203	John R. Fisher	Truro, N.S.
"	Brotherhood of Locomotive Engineers, Granite Rock Division, No 149	Geo. Feetham	Box 223, Truro, N.S.
"	Brotherhood of Locomotive Firemen, Sunbeam Lodge, No. 171	T. G. Dickson	Box 239, Truro, N.S.
Springhill Junction, N.S	Order of Railway Telegraphers, No. 66	Geo. O. Forbes	Springhill Junction, N.S.
Truro	Brotherhood of Railroad Trainmen, Peninsula Lodge, No. 234	Al. Fisher	Box 64, Truro, N.S.
Salt Springs Station, N.S.	Brotherhood of Maintenance of Way Employés, Truro, Div. No. 154	Thos. Harrison	Salt Springs Station, N.S.
Truro	Brotherhood of Railway Carmen, No. 369	John McClure	Box 322, Truro, N.S.
"	Canadian Brotherhood of Railroad Employés, No. 9	R. R. Stevenson	Truro, N.S.
Windsor, Wolfville	International Brotherhood of M. W. Employés, No. 535	G. Abbott	Wolfville, N.S.
Westport, Digby Co.	Fishermen's Union of Nova Scotia, Station No. 7		Westport, Digby Co., N.S.
Whitney Pier	Liberty Lodge, P.W.A.	A. Matheson	Whitney Pier, N.S.
Westville	Ladysmith Lodge, P.W.A.	Joseph Cubby	Westville, N.S.
Westville	United Mine Workers, No. 1726	Thos. McEwan (John's son)	Westville, N.S.
Wood's Harbour	Station No. 1, Fishermen's Union	Calvin Chetwynd	Wood's Harbour, N.S.
New Waterford	Victoria Lodge, No. P.W.A.	Murdock MacNeil	New Waterford, N.S.
West Berlin	Station No. 25, Fishermen's Union of Nova Scotia		West Berlin, N.S.
New Brunswick—			
Campbellton	International Association of Machinists, No. 443	P. R. Fawcett	Campbellton, N.B.
"	Brotherhood of Locomotive Engineers, Snow Drift Div. No. 133	John Gilker	Campbellton, N.B.
"	Brotherhood of Locomotive Firemen, No. 453	Cameron Mann	Campbellton, N.B.
Chatham Junction	Order of Railway Telegraphers, No. 41	G. F. Ward	Chatham Junction, N.B.
Moncton	Brotherhood of Railway Trainmen Morrissey Rock Lodge No. 256	Chas. E. Morton	Moncton, N.B.
Campbellton	International Brotherhood of M. W. Employés, Division No. 110	A. B. Gorham	Box 162, Campbellton, N.B.
"	Canadian Brotherhood of Railway Employés, No. 3	Geo. F. Miles	Campbellton, N.B.
Newcastle Bridge, Chipman	Canadian Brotherhood of Railway Employés, No. 15	Alex. Howell	Newcastle Bridge, N.B.
Chatham Junction,	International Brotherhood Maintenance of Way Employés, No. 213	M. English	Chatham Junction, N.B.
Upper Woodstock, Debec Junction	Brotherhood of Maintenance of Way Employés, No. 133	M. Seeley	Upper Woodstock, N.B.
Fairville	Brotherhood of Locomotive Firemen, Justice Lodge, No. 357	Adam Campbell	Box 55, Fairville, N.B.
Fredericton	United Brotherhood of Carpenters and Joiners, No. 1801	A. S. Brewer	256 George St,. Fredericton, N.B.
"	Brotherhood of Painters and Decorators, No. 675	C. A. Macham	Fredericton, N.B.
"	Moccasin Workers' Union, No. 12484, A. F. of L.	Wm. H. Flett	Fredericton, N.B.
"	International Boot and Shoe Workers' Union No. 458	C. J. Toner	Fredericton, N.B.
"	International Typographical Union, No. 664	Frank Lister	Fredericton, N.B.
" Junction	Brotherhood of Maintenance of Way Employés, Fred. Div. No. 183	Fritz Coleman	Fredericton Junction, N.B.
Gibson	Brotherhood of Locomotive Firemen and Enginemen, No. 738	A. C. McManus	Box 7, Gibson, N.B.
Fredericton	Brotherhood of Railroad Trainmen, No. 654	Andrew Crookshank	Box 45, Fredericton, N.B.
McAdam	International Association of Machinists, No. 115	W. Burns	Box 16, McAdam, N.B.
McAdam Junction	Machinists' Helpers, Union, No. 12804, (F.L.U.)	F. B. Hay	Box 16, McAdam Junction, N.B.
McAdam	International Brotherhood of Boiler Makers and I. S. B., No. 379	J. B. Moore	McAdam, N.B.

McAdam Junction	International Brotherhood of Blacksmiths, No.421	Barnard Rogerson	McAdam Junction, N.B.
McAdam	Brotherhood of Railway Carmen of America, Blair Lodge, No. 242	A. R. Mowat	McAdam, N.B.
McAdam Junction	Brotherhood of Maintenance of Way Employés, McAdam Div.No.175	M. W. McGee	McAdam Junction, N.B.
Moncton	United Brotherhood of Carpenters and Joiners, No. 953	Alp. Balliveau	230 High St., Moncton, N.B.
"	International Association of Machinists, No. 594	Gordon Manning	133 Weldon St., Moncton, N.B.
"	International Moulders' Union, No. 331	A. B. McCarthy	Moncton, N.B.
"	Inter. Bro. of Boilermakers and Iron Shipbuilders of America, No. 378	F. R. Mitchell	19 Dominion St., Moncton, N.B.
"	Bro. of Boilermakers and Iron Shipbuilders' Helpers, Div. No. 141	E. J. Bean	55 Waterloo St., Moncton, N.B.
"	International Brotherhood of Electrical Workers, No. 629	A. R. Smith	128 Highfield St., Moncton, N.B.
"	International Brotherhood of Blacksmiths, No. 460	D. J. McGillivray	Box 406, Moncton, N.B.
"	International Typographical Union, No. 636	J. H. Lang	3 Park St., Moncton, N. B.
"	Order Railway Conductors, Bartlett Division, No. 214	W. Crockett	Moncton, N.B.
"	Brotherhood of Locomotive Engineers, Moncton Division No. 162	W. Smallwood	Moncton, N.B.
"	Brotherhood of Locomotive Firemen, Glad Tidings' Lodge, No. 233	Fred. Carey	Box 286, Moncton, N.B.
Boundary Creek	Order of Railway Telegraphers, Moncton Division, No. 63	R. M. Grass	Boundary Creek, N.B.
Moncton	Brotherhood of Railway Trainmen, Morning Star Lodge, No. 163	S. C. Tuttle	Moncton, N.B.
"	Brotherhood of Railway Carmen of America, No. 245	Frank Gardiner	20 Caledonia, Moncton, N.B.
"	Brotherhood of Maintenance of Way Employés, No. 106	Wm. R. Powell	Shediac Rd., Moncton, N.B.
"	Canadian Brotherhood of Railroad Employés, No.5	O. Bailey	Moncton, N.B.
"	Canadian Brotherhood of Railroad Employés, No. 6	S. J. Huston	161 Victoria St., Moncton, N.B.
"	Federal Labour Union, No. 20	G. McQuarrie	Frgt. Dept., I.C.R., Moncton, N.B.
Nashwaak, Marysville	Brotherhood of Maintenance of Way Employés, Nashwaak, Div. 186	Eugene Savage	Box 455, Marysville, N.B.
Perth Centre	Bro. of Maintenance of Way Employés, Perth Junc., Div. No. 170	A. M. Bird	Perth Junction, N.B.
Sackville	Iron Moulders' Union of North America, No. 140	Joseph Bradshaw	Sackville, N.B.
St. George	Fishermen's Union of Charlotte County	Geo. E. Frauley	St. George. N.B.
"	International Brotherhood of Maintenance of Way Employés, No. 559	Harold Goss	St. George, N.B.
St. John	Bricklayers and Masons' Union, No. 1	G. R. Hennessey	693 Main St., St. John, N.B.
"	United Brotherhood of Carpenters and Joiners of America, No. 919	Jas. Sugrue	204 Sydney St., St. John, N.B.
"	Painters' National Union. No. 3	Henry Bayntun	27 Winslaw St., St. John, N.B.
"	United Association of Journeymen Plumbers	Joseph Henneberry	294 Princess, St., St. John, N.B.
"	Limeburners and Quarrymen's Union, No. 11207	Alex. Macdonald	171 Chesley St., St. John, N.B.
"	Civil Service Association of Canada	T. H. Belyea	St. John, N.B.
"	Millmen's Union	Frank DeGrasse	604 Main St., St. John, N.B.
"	Shingle Sawyers and Bunchers' Union, No. 9699	Ernest Logan	79 Kennedy St., St. John, N.B.
Indiantown	Lumbermen's Union	W. J. Kelly	Indiantown, N.B.
St. John	International Pressmen's and Assistants' Union, No. 36	A. E. Firmin	3½ Lenister St., St. John, N.B.
"	International Typographical Union, No. 85	W. H. Coates	Box 352, St. John, N.B.
"	Cigarmakers' International Union, No. 349	J. J. Donovan	69 Moore St., St. John, N.B.
"	Order Railway Conductors, New Brunswick Division, No. 219	J. C. Johnston	248 Chesley St., St. John, N.B.
"	Brotherhood of Locomotive Engineers, Latour Division, No. 479	C. E. Lamoureux	Fairville, St. John, N.B.
"	Brotherhood of Railway Trainmen, Cantilever Lodge. No. 407	Geo. Cartley	Box 5, Fairville, St. John, N.B.
"	Canadian Brotherhood of Railroad Employés, No. 8	W. Howard	105 Main St., St. John, N.B.
"	Brotherhood of Maintenance of Way Employés, No. 143	John J. McGillivray	40 Wall St., St. John, N.B.
"	Interior Freight Handlers and Railway Clerks' Inter. Union, No. 128	M. E. Doherty	64 Portland St., St. John, N.B.
"	Longshoremen's and Transport Workers' Association	W. Morrison	37 Water St., St. John, N.B.
"	Freight Handlers (I.C.R.) Federal Labour Union, No. 8	Alex. P. Wallace	13 Clarence St., St. John, N.B.
"	Brotherhood of Carmen No. 221	F. L. Barret	284 Brussel St., St. John, N.B.
"	Stationary Firemen No. 36	D. A. Hatfield	99 Orange St., St. John, N.B.
"	National Association of Marine Engineers, No. 2	G. T. G. Blewett	65 Harrison St., St. John, N.B.
"	Street Labourers' Union, No. 259	E. Logan	78 Kenney St., St. John, N.B.
St. Stephen	United Brotherhood of Carpenters and Joiners, No. 1249	R. J. Doten	St. Stephen, N.B.
Sussex	Amalgamated Labour Union, No. 64	H. M. Perkins	Sussex, N.B.
Westfield Center, Fairville	Brotherhood of Maintenance of Way Employés, Cantilever Div. 184	P. E. Durdon	Fairville, N.B.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA.—Continued.

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Woodstock	Brotherhood of Locomotive Engineers, No. 341	A. G. McGibbon	Woodstock, N.B.
"	Brotherhood of Locomotive Firemen, W. J. Ward Lodge, No. 476	Geo. F. McFarlane	Woodstock, N.B.
"	Brotherhood of Railway Trainmen, Woodstock Lodge, No. 523	S. J. McIntosh	Woodstock, N.B.
"	Canadian Brotherhood of Railway Employés, No. 22	Hugh Gibson	Woodstock, N.B.
Prince Edward Island—			
Alberton	Brotherhood of Maintenance of Way Employés, No. 219	E. Campbell	Alberton, P.E.I.
Charlottetown	Tobacco Workers' International Union, No. 130	Jas. Doherty	Care Hickey & Nicholson, Chharlottetown, P.E.I.
"	Order of Railway Telegraphers, No. 47	J. E. R. McEwen	Charlottetown, P.E.I.
Hermitage	Bro. of Maintenance of Way Employés, Charlottetown, Div. No. 213	G. E. Lane	Hermitage, P.E.I.
Charlottetown	Canadian Brotherhood of Railroad Employés, No. 21	Geo. W. Snelgrove	228 Hillsboro St., Charlotte own, PEI
"	Canadian Brotherhood of Railroad Employés, No. 20	J. H. Monagham	193 Weymouth St, Charlottetown, P.E.I.
"	Teamsters' Union	Sylvester McDon	Charlottetown, P.E.I.
"	Labourers' Protective Union, No. 9568	E. Nicholson	Charlottetown, P.E.I.
Summerside	Federal Labour Union No. 1	Thos. A.Gall	Summerside, P.E.I.
Quebec—			
L'Ange Gardien	United Brotherhood of Carpenters and Joiners, No. 933	Eugene Huot	L'Ange Gardien, Que.
Beauport	Masons' National Union	Phillis Maheu	Beauport, Que.
Beebe	Canadian Granite Cutters' Union	Chas. Raeburn	Beebe, Que.
Brownsburg	Paving Cutters' Union, No. 39	Wm. Duncan	Brownsburg, Que.
"	Granite Cutters' International Association	F. Martel	Brownsburg, Que.
Buckingham	Building Labourers' Protective Union, No. 4	Louis Landry	Buckingham, Que.
Cedar Hall, Amqui	International Brotherhood of Maintenance of Way Employés, No. 92	Jos. Laferte	Amqui, Cedar Hall, Que.
Chambard	International Brotherhood of M.W. Employés, No. 264	D. Vallee	Chambard, Que.
Coteau Junction	Bortherhood of Locomotive Firemen and Enginemen, No. 775	J. W. Nevins	Box 81, Coteau Junction, Que.
Cookshire	International Brotherhood Maintenance of Way Employés, No. 415	S. A. Vermette	Cookshire, Que.
Chaudiere Junction	Brotherhood of Railway Carmen, No. 391	E. Ouellet	Chaudiere Junction, Que.
Drummondville	International Brotherhood Maintenance of Way Employés, No. 200	Chas. Sicotte	Drummondville, Que.
Eastman	International Brotherhood of Maintenance of Way Employés No. 3	Alex. Hebert	Eastman, Que.
Farnham	Brotherhood of Locomotive Engineers, Richford Division No. 123	J. Lorimer	Farnham, Que.
"	Brotherhood of Locomotive Firemen, Eastman Lodge, Ao. 134	Chas. Hase	Farnham, Que.
"	Brotherhood of Railway Trainmen, Missisquoi Lodge, No. 371	F. X. Boucher	Box 217, Farnham, Que.
"	Bro. of Maintenance of Way Employés, Farnham Division, No. 187	Ira Cross	Farnham, Que.
"	Brotherhood of Railway Carmen of America, No. 239	Jas. Hesse	Farnham, Que.
Granby	Cigarmakers' National Union No. 2		Granby, Que.
Fraserville	United Brotherhood of Carpenters	E. Dumont	Fraserville, Que.
Graniteville	Canadian Granite Cutters' Union	A. L. Guerin	Graniteville, Que.
"	Canadian Granite Cutters' Union (Quarrymen, No.1)	Thos. Lamothe	Graniteville, Que.
"	Paving Cutters' Union, No 60	Wm. Duncan	Graniteville, Que.
Grand Mere	United Brotherhood of Carpenters and Joiners, No. 1744	Geo. Deloge	Box 42, Grand Mere, Que.
St. Tite, Grand Mere	International Brotherhood of M.W. Employés, No. 456	O. Duchemis	St. Tite, Que.

Hadlow South	Brotherhood of Locomotive Engineers, Drummond Div. No. 558	Wm. E. Turner	Hadlow South, Que.
Hadlow Cove, Charney	Brotherhood of Locomotive Firemen, No. 610	J. A. Pelletier	Charney, Que.
Hull	Le Club Independant des Ouvriers		Hull, Que.
"	Musicians' National Union, No. 3	T. A. Berthiaume	Hull, Que.
Iberville	Granite Cutters' International Association	James McRobb	Box 116, Iberville, Que.
Joliette	International Brotherhood of M.W. Employés, No. 476	A. Rondeau	Joliette, Que.
Montmagny, St. David de Levis	Brotherhood of Maintenance of Way Employés, No. 290	F. X. Halle	St. David de Levis, Que.
Longueuil	Club Ouvrier Independent	Alexis Bouthillier	Longueil, Que.
Bienville, Levis	International Association of Machinists, No. 655	J. E. Lepage	Bienville, Lévis, Que.
"	Marine Firemen's Assembly K. of L., No. 2618	Art. Jolin	Lévis, Que.
Etchemin Bridge	Order of Railway Conductors, No. 533	L. Gingras	Etchemin Bridge, Que.
Lévis	Brotherhood of Railway Carmen, No. 68	W. K. Judd	Lévis, Que.
Drummondville	Brotherhood of Maintenance of Way Employés, Lévis Div. No. 206	Chas. A. Sicotte	Drummondville, Que.
Montmagny	Order of Railway Telegraphers, No. 64	Wm. Parsons	St. Pierre, Montmagny, Que.
Lévis	Canadian Brotherhood of Railroad Employés, No. 1	J. W. Le Brock	Lévis, Que.
Bienville, Lévis	National Association of Marine Engineers, No. 8	Eugene Bélanger	Bienville, Lévis, Que.
South Quebec	National Longshoremen's Union, No. 2	E. Simpson	Point Lévis, South Quebec, Que.
South Quebec	Longshoremen's Association	Adjutor Simpson	South Quebec, Que.
Masson, Thurso	International Brotherhood of Maintenance of Way Employés., North Shore Division, No. 232	O. Pelletier	Thurso, Que.
Montreal	Bricklayers' Union No. 1	J. E. Nadeau	186 3rd Ave., Viauville, Montreal, Q.
"	Masons' International Union of America, No. 2	D. Lanthier	186 St. Catherine St., E. Montreal, Q.
"	United Bro. of Carpenters and Joiners of America, No. 134	F. Denis	820 St. Andre, Montreal, Que.
"	United Bro. of Carpenters and Joiners of America, No. 1244	John A. Hibbins	155 Colonial Ave., Montreal, Que.
"	United Bro. of Carpenters and Joiners, No. 1270	Barnet Caplan	365 St. Dominique, Montreal, Que.
"	Carpenters, Joiners and Caulkers' National Union, No. 4	Honoré Gravel	373 Papineau Ave., Montreal, Que
"	Wood, Wire and Metal Lathers' International Union, No. 315	Ed. Hallsworth	1528 Chabot St., Montreal, Que.
"	Ship Carpenters' Union, No. 178 (U. B. of C. & J.)	Pierre Blanchardin	319 Chambord St., Montreal, Que.
"	Ship Carpenters' National Union, No		Montreal, Que.
"	Amalgamated Society of Carpenters and Joiners, No. 814	E. J. Martin	493 Workman Ave., Montreal, Que.
"	Brotherhood of Painters and Decorators of America, No. 349	L. A. Guillett	591 Montcalm St., Montreal, Que.
"	Brotherhood of Painters and Decorators, No. 399	S. Lahovestky	225 St. Dominique, Montreal, Que.
"	Brotherhood of Painters, Decorators and Paperhangers, No. 359	J. Nelson	1283 City Hall Ave., Montreal, Que.
"	Montreal Operative Plasterers, No. 33	R. Lefevre	1832 Boyer St.,, Montreal, Que.
"	United Asso. of Plumbers & Steamfitters of U. S. and Canada, No. 144	F. Ward	1435 Simard Ave., Montreal, Que.
"	United Asso. of Plumbers, Gas and Steamfitters, No. 293	Wm. Swan	4 Papineau Ave., Montreal, Que.
"	Journeymen Stonecutters' Association of North America	Geo. Durantaye	1554 St. Denis St., Montreal, Que.
"	Granite Cutters' International Association	Joseph Paquet	1091 Clark Ave., Montreal, Que.
"	Ceramic, Mosaic & Encaustic Tile Layers and Helpers' Union, No. 41	H. E. Bowden	1977 St. Urbain St., Montreal, Que.
"	International Association of Marble Workers, No. 34	Alf. Rochon	363 St. Andre St., Montreal, Que.
"	Inter. Hod Carriers and Builders' Labourers' Union, No. 7	J. F. Girard	31 Buller St., Montreal, Que.
"	Iron Moulders' Union of North America, No. 21	P. H. Grangel	337 Richmond St., Montreal, Que.
"	International Association of Machinists, No. 631	Alex. Baker	25 Dumont Ave, Montreal, Que.
"	International Association of Machinists, No. 711	A. R. Schofield	1224 Bordeaux St., Montreal, Que.
"	International Association of Machinists, No. 111, Victoria Lodge	C. Dickie	39 Walker Ave., Montreal, Que.
Maisonneuve	International Association of Machinists, No. 144	A. Blackwell	Box 333, Maisonneuve, Que.
"	International Brotherhood of Blacksmiths, No. 274	Alex. Bowie	122 Delorimier Ave., Montreal, Que.
"	International Union of Journeymen Horseshoers, No. 71	Dan. Clifford	8 Mayor St., Montreal, Que.
"	International Brotherhood of Blacksmiths, No. 412	J. E. Smith	29 St. Catherine St, Viauville, Montreal, Que.
"	Amalgamated Society of Engineers, No. 577	Chas. Barber	624 Lafontaine Park, Montreal, Que.
"	Amalgamated Society of Engineers No. 577 (Branch No. 1)	Geo. Atkins	260 Bourgeois St., Pt. St. Charles, Montreal, Que.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA.—Continued.

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Montreal	Provincial Association of Stationary Engineers, Cartier Lodge	R. Marchand	347 Charlevoix, Montreal, Que.
"	International Brotherhood Steam Shovel and Dredgemen, No. 41	H. E. Denman	Montreal, Que.
"	International Union of Steam Engineers, No	J. Champeaux	673 Laval Ave., Montreal, Que.
"	Pro. Association of Stationary Engineers, Montreal Lodge		Montreal, Que.
"	Independent Canadian Union of Stationary Engineers		Montreal, Que.
"	Amalgamated Sheet Metal Workers' Inter. Alliance, No. 251	R. Hellingher	215 St. Urbain St., Montreal, Que.
"	Inter. Metal Polishers, Buffers, Platers and Brass Workers, No. 320	Hugh Nesbit	1025 Cartier St., Montreal, Que.
"	Inter. Brotherhood of Boilermakers Maple Leaf Lodge, No. 134	Wm. D. O'Brien	310 Frontenac St., Montreal, Que.
Maisonneuve	International Brotherhood of Boilermakers, No. 540	P. Deignan	541 St. Catherine St., MaisonneuveQ.
"	Bro. of Boilermakers and I.S.B. Helpers' Division, No. 185	J. K. McIntosh	219 Chausse St , Montreal, Que.
"	Bridge and Structural Iron Workers' Union, No. 93	Armand Laugevin	364 Gilford St., Montreal, Que.
"	Amalgamated Sheet Metal Workers, No. 116	P. Gariepy	2272 St. Hubert, Montreal, Que.
"	Inter. Brotherhood of Electrical Workers, No. 463	Alf. Laviolette	Labour Temple, 127 St. Dominique, Montreal, Que.
"	Operators' Machine Woodworkers' Union, No. 1127	A. Cinq Mars	697 Laval Ave., Montreal, Que.
"	Union des Ebénistes, No. 78	Ed. Berthiaume	137a Ste. Elizabeth St., Montreal, Q.
"	L'Union Nationale des Bourreurs, No. 1	D. Verdon	419 Montcalm St., Montreal, Que.
St. Cunegonde	Pattern Makers' League of North America	J. R. Clendenning	144 Quesnel St., St. Cunegonde, Que.
Montreal	National Coopers' Federation, No. 1		Montreal, Que.
"	International Woodcarvers' Union	A. Senecal	1391 Delorimier Ave., Montreal, Que.
"	Jac. Cartier International Typographical Union, No. 145	Henri Cardinal	La Patrie, Montreal, Que.
"	International Typographical Union, No. 176	F. Garrett, Jr	Box 734, Montreal, Que.
"	International Brotherhood of Book Binders, No. 91	W. B. Sherwood	22 Union St., Montreal, Que.
" Mile End	International Printing Pressmen, No. 52	H. Jenning	1716a Labelle, Mile End, Montreal,&
"	Stereotypers and Electrotyper's Union, No. 33	F. F. Gregory	1718 St. Urbain St., Montreal, Que.
"	Photo Engravers' Union, No. 9	Albert Farmer	Box 382, Montreal, Que.
"	Montreal Newsboys' Union, No. 10952		Montreal, Que.
"	Journeymen Tailors' Union of America, No. 317	L. M. Dupont	664 de Gaspe St., Montreal, Que.
"	International Fur Workers' Union, No. 12	J. A. Jourdoin	355 Orleans St., Montreal, Que.
"	Brotherhood of Leather Workers on Horse Goods, No. 43	H. Maldeis	1139 Simard St., Montreal, Que.
"	International Boot and Shoe Workers' Union, No. 249	Chas. McKercher	472 Letourneau, Montreal, Que.
"	International Boot and Shoe Workers' Union, No. 266	C, Thibault	1299 Bordeaux, Montreal, Que.
"	International Boot and Shoe Workers' Union, No. 428	M. Monette, Jr.	85 Chambard, Montreal, Que.
"	Mulespinners' Union, No.	Fred. Paradis	234 Ste. Emelie St., Montreal, Que.
"	Textile Workers' Union, No. 1		Montreal, Que.
"	Textile Workers' Union, No. 2		3b. Ste. Elizabeth, Montreal, Que.
"	Textile Workers' Union, No. 3		3b Ste. Elizabeth Montreal, Que.
"	Textile Workers' Union, No. 22	Geo. Chausse	4 St. Germain, Montreal, Que.
"	Textile Workers' Union, No. 22	Desere Jodoin	1467 St. Catherine E., Montreal, Que.
"	Textile Workers' Union, No. 6	Oscar Nantel	24 St. Augustin, Montreal, Que.
"	Textile Workers' Union, No. 5	Z. Isabel	131 St. Philippe, St. Henri, Montreal
"	Textile Workers' Union, No. 12	Desire Nadeau	10 Butternut, Montreal, Que.
"	Bakery and Confectinery Workers' International Union, No. 115	A. Suffrin	30g St. Charles Borromee, MontrealQ

"		International Bakers and Confectioners' Union, No. 55	J. A. Rhault	356 Letourneau, Montreal, Que.
"		Cigarmakers' International Union, No. 58	A. Gariépy	239 City Hall Ave., Montreal, Que.
"		Order of Railway Conductors, West Farnham Division, No. 80	E. Barnes	Newport, Vt.
"		Order of Railway Conductors, Mount Royal Division, No. 75	Thos. Anderson	60 Charron St., Montreal, Que.
"		Brotherhood of Locomotive Engineers, Point St, Charles, Div. 39	A. J. Chapman	60 Dagenais, St., Montreal, Que.
"	Hochelaga	Brotherhood of Locomotive Engineers, No. 258	J. G. A. Brazeau	154 Aylwin, Hochelaga, Montreal, Q.
"		Brotherhood of Locomotive Engineers, No. 689	John W. Williams	2703 Mance St., Montreal Annex, Q.
"		Brotherhood of Locomotive Firemen, St. Lawrence Lodge, No. 15	James Sorensen	1156 St. Antoine St., Montreal, Que.
"		Brotherhood of Locomotive Firemen & Enginemen, No. 747	Rodger Craig	161 Waverley St., Montreal, Que.
"		Brotherhood of Locomotive Firemen, St. Adolphus Lodge, No. 335	A. Cypihot	806 St. Catherine East, Montreal, Q.
"		Brotherhood of Railway Trainmen, St. Lawrence Lodge, No. 506	Wm. J. Spence	367 Prefontaine St., Montreal, Que
"		Brotherhood of Railway Trainmen, L. L. Peltier Lodge, No. 14	Geo. Sisco	335 Centre St., Montreal, Que.
"		International Brotherhood of Maintenance of Way Employés, Terminal Division, No. 190	T. Laberge	88 Versailles, Montreal, Que
"		Brotherhood of Railway Carmen, Aberdeen Lodge, No. 132	Alfred Chartrand	227 St. Germain, Montreal, Que.
"		Brotherhood of Railway Carmen, Ste. Marie, Lodge No. 234	Zoel Tardiff	67 William David, Maisonneuve, Montreal, Que.
"		Brotherhood of Railway Carmen, No. 198	Jas. Gervais	118 Desery St., Montreal, Que
"		Canadian Brotherhood of Railway Employés, No. 23	F. J. Dolan	136a Ottawa St., Montreal, Que.
"		National Association of Marine Engineers, No. 51	Dom. Leclaire	Lachine Locks, Montreal, Que.
Cornwall		International Brotherhood of Steam Shovel and Dredge Men, No. 22	Pres. H. A. Campbell	Cornwall, Ont.
Montreal		Ship Liners' Union, No. 413	John Rogers	21 Charlotte St., Montreal, Que.
"		Syndicated Longshoremen of Montreal	Geo. Poliquin	201 Commissionaires St., Montreal, Q.
"		Glass Bottle Blowers' Association of U. S. and Canada, No. 18	J. H. Larocque	1004 Lafontaine St., E., Montreal, Q.
"		Amalgamated Glassworkers' International Association, No. 11	W. Jordan	113 Drolet St., Montreal, Que.
"		American Flint Glass Workers' Union, No. 24	P. J. Finn	1032 Dorchester, E., Montreal, Que.
"		Federated Association of Letter Carriers, No. 10	Jos. E. W. Prevost	1116 St. Dominique St., Montreal, Q.
"		Broom Makers' Union, No. 37	Frank Vallée	33 Parthenais Square, Montreal, Que.
"		Hotel and Restaurant Employés' Asso. of Canada, No. 1	Octave Laperriere	82 St. James St., W., Montreal, Que
"		International Association of Musicians, No. 406	R. Gagne	1048 Ontario East, Montreal, Que.
"		International Alliance of Theatrical Stage Employés, No. 56	P. J. Ryan	Box 573, Montreal, Que.
"		Journeymen Barbers' International Union, No. 455	Z. Di Muro	722 Papineau Ave., Montreal, Que.
"		Laundry Workers' Union, No. 69	A. Groulx	16 Dominion Ave., Montreal, Que.
"		Canadian Federation of Civic Employés, No. 1	J. H. Verneau	596 St. Catherine, East, Montreal, Q.
"		Union National de Employé Civique, No. 2		Montreal, Que.
"		Union Nationale de Employé Civique, No. 3	M. Chevalier	1113 St. Andre, Montreal, Que.
"		Union Nationale de Employé Civique, No. 4		596 Ste. Catherine, East, Montreal, Q
"		National Union of Fruit Vendors, No. 57	H. Vallée	596 Ste. Catherine St., Monrteal, Q.
"		District Assembly K. of L., No. 13		Montreal, Que.
(Branches Federation National de Fems.				
Montreal		Groupe des Dames du Travail	Miss V. Lajeuness	413 Clark St., Montreal, Que
"		Cercle des Demoiselles de St. Pierre	Miss E. Laurence	159 Beaudry St., Montreal, , Que.
"		Association des Institutrices	Miss Belanger	128 St. Hubert St., Montreal, Que.
"		Association des Employers de Manufactures		Montreal, Que.
"		Association des Employés de Magasins		Montreal, Que.
"		Association des Employés de Bureaux	Miss Godbout	22 Boger St., Montreal, Que.
"		Association des Employés du Telephone		Montreal, Que.
"		Association des Aides, Menageres	Miss Z. Crevier, Asile Bethelem	No. 1 Richmond Sq., Montreal, Que.
Montmorency Falls		United Bro. of Carpenters and Joiners, No. 1940	Nazaire Plante	St. Gregoire, Montmorency Falls, Q.
Montmorency Village		L'Union des Fileurs du Canada, No. 1	Chas. Mathieu	Montmorency Village, Que.
Magog		United Textile Workers of America, No. 708	Eugene Lantagne	Magog, Que.
New Liverpool		K. of L. Assembly, No. 1123	Honore McReady	New Liverpool, Que.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA.—Continued.

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Quebec—			
Quebec	Bricklayers' and Masons' No. 5	Joseph Boulet	18 St. Ambroise, Quebec, Que.
"	National Union of Bricklayers, No. 1	Louis Binet	31 Parent Ave., Quebec, Que.
"	National Union of Carpenters and Joiners, No. 3	Jules Bélanger	87½ rue Bedard, Quebec, Que.
"	Fraternité Unie des Ch. and Menuisiers d'Amérique, No. 730	Alphonse Renaud	6 Bonaventure, St. Sauveur, Quebec
"	National Union of Tinsmiths and Roofers, No. 1	Edouard Giroux	90 Hermine St., Quebec, Que.
"	Journeymen Stonecutters' Association	F. Godin	1113 St. Valier St., Quebec, Que.
"	Fraternité Nationale des Manœuvres de Québec	Gaudias Godbout	40 Caron St., Quebec, Que.
"	Journeymen Plumbers' Union, No.	Joseph Jackson	16 St. Patrick St., Quebec, Que.
"	L'Union Nationale des Peintres, No. 1	Bourse du Travail	692 St. Valier St, Quebec, Que.
"	International Association of Machinists, No. 604	Oscar St. Wilaire	19 St. Real St., Quebec, Que.
"	International Brotherhood of Blacksmiths, No. 327	P. J. Lynch	3 Garden St., Quebec, Que.
"	International Typographical Union No. 302	J. Crane	424 Champlain St., Quebec, Que.
"	Printing Pressmen's Union, No. 152	Edmond Poitras	178 Latourelle St., Quebec, Que.
"	International Brotherhood of Book Binders, No. 152	Edmund Dufresne	71 St. Cecile St., Quebec, Que.
"	Fraternié des Cordonniers Unis (Machinists)	Eugene Bernard	Bourse de Travail, Quebec, Que.
"	L'Union Protectrice des Cordonniers' Monteurs	Ernest Dion	Bourse du Travail, Quebec, Que.
St. Roch	Fraternité des Tailleurs de Cuir de Québec	A. Curse	14 rue Letellier, St. Roch, Que.
Quebec	L'Union Nationale des Boulangers, No. 1	Louis Blouin	90 Prince Edouard, Quebec, Que.
"	Cigarmakers' International Union, No. 465	M. Walsh	1 St. James St., Quebec, Que.
"	Fraternité Nationale des Tanneurs et Corroyeurs	Joseph Dion	95 Colombe St., Quebec, Que.
"	Order of Railway Conductors, Stadacona Division No. 130	E. McKenna	15 Ste. Famille St., Quebec, Que.
"	Brotherhood of Locomotive Engineers, No. 753	John McTeer	129 Des Forres St., Quebec, Que.
"	Brotherhood of Locomotive Engineers, Lalumière Div. No. 388	Alfred Beaudry	165 Chapelle St., Quebec, Que.
"	Brotherhood of Locomotive Firemen, Rock City Lodge, No. 550	Fecd. Le Blanc	Dorchester Bridge, Quebec, Que.
"	Order of Railway Trainmen, C. B. Robitaille Lodge, No. 509	R. Trepanier	136 rue Queen, Quebec, Que.
" South	Order of Railway Trainmen, T. A. Moreau Lodge, No. 50	Joseph Croteau	South Quebec, Que.
"	Fraternité Nationale No. 1 des Employés de Tramways Electriques	J. R. Labrecque	183 rue Latourelle, Quebec, Que.
Three Rivers	Bro. of Maintenance of Way Employés, Quebec, Division No. 180	H. Frigon	Three Rivers, Que.
Quebec	Brotherhood of Railway Carmen, No. 283	Jules Belanger	87½ rue Bedard, Quebze, Que.
St. Coté des Peres	Order of Railroad Telegraphers, No. 115	J. E. Potvin	St. Coté des Peres, Que.
Quebec	Civil Service Association of Province of Quebec	Oscar Morin	Parliament Bldgs., Quebec, Que.
"	Post Office Employés Association	F. W. Martineau	Quebec, Que.
St. Sauveur	Longshoremen's National Union No. 1	Ulric Falardeau	118 Kirouac St., St. Sauveur, Que.
Quebec	National Union of Coal Carters, No. 1	Thos. Simard	213 Morin St., Quebec, Que.
"	Federated Association of Letter Carriers, No. 5	D. L. Augé	236 St. Jean St., Quebec, Que.
"	National Union of Brewery Employés, No. 1	J. G. Blondeau	11 St. Anselme St., Quebec, Que.
"	Hotel and Restaurant Employés Association of Canada No. 2		Quebec, Que.
"	National Secourable et Protectrice des Journalliers	J. B. St. Laurent	Bourse du Travail, Quebec, Que.
"	Ship Labourer's Benevolent Soceity, Section 1	R. Butler	323 Champlain St., Quebec, Que.
Etchemin	Ship Labourers' Society, Section 2	William Lee	Etchemin, Que.
Lévis	Ship Labourers' Society, Section 2	François Joncas	Lévis, Que.

Lauzon Village	Ship Labourers' Society Section 4	Wm. Paul Harvey	Lauzon Village, Que.
Quebec	Ship Labourers' Society, Section 5	David Blouin	103 Ste. Thérèse St. Malo, Quebec Q.
"	Maple Leaf National Union, No. 46	W. D. G. Marois	Bourse du Travail, 692 St. Valier St., Quebec, Que.
"	National Union of Employés of Marine Department	Joseph Giguere	Quebec, Que.
"	Retail Grocery Clerks' Association	Wilfrid Cantin	cr. W. Beautey, 22 Fabrique St., Quebec, Que.
"	Montgomery Assembly, K. of L., No. 4003	Thos. Enright	28½ St. Stanislas St., Quebec, Que.
"	Association Bienv. Gard de la Paix	Edouard Chabot	Bourse du Travail, Quebec, Que.
Sillery	Sillery Assembly, K. of L., No. 1007	Jacques Robitaille	Sillery, Que.
Quebec	Papineau Assembly, K. of L.	Patoine's Hall	250 St. Joseph St., Quebec, Que.
Richmond	Bro. of Locomotive Engineers, St. Francis Division No. 142	Geo. A. Pearson	Box 96, Richmond, Que.
"	Bro. of Locomotive Firemen, Star of the East Lodge, No. 118	R. T. McLeay	Box 15, Richmond, Que.
"	Brotherhood of Railway Carmen, No. 136	N. A. Strew	Richmond, Que.
Rivière du Loup Station	International Association of Machinists, No. 656	Joseph Turgeon	Box 49, Rivière du Loup, Station, Q.
"	Canadian Brotherhood of Railroad Employés, No. 2	J. A. Bouchard	Rivière du Loup Station, Que.
"	Order of Railway Conductors, No. 489		Rivière du Loup, Que.
"	Bro. of Locomotive Engineers, Pearson Division No. 204	Joseph M. Scott	Rivière du Loup, Que.
"	Brotherhood of Locomotive Firemen, Colonial Lodge, No. 119	J. L. Lefrancais	Rivière du Loup, Que.
"	Inter. Bro. of Boilermakers and Iron Shipbuilders, No. 398	L. Fortin	Rivière du Loup, Station, Que.
"	Brotherhood of Railway Trainmen, A. C. Brown Lodge, No. 539	Alphonse Dionne	Rivière du Loup, Que.
St. Paschal	Bro. of Maintenance of Way Employés, Rivière du Loup Div. No. 151	Geo. Freve	St. Paschal, Que.
Rivière du Loup	Brotherhood of Railway Carmen of America Lodge No. 256	J. A. Rouleau	Rivière du Loup, Que.
"	Federal Labour Union, No. 13	Geo. Pelletier	Rivière du Loup, Que.
Rivière à Pierre	International Brotherhood of M.W. Employés, No. 417	Amedee Gagnon	Rivière à Pierre, Que.
St. Hyacinthe	Brotherhood of Carpenters and Joiners of America, No. 108	Ludger Roberge	94 rue Bourdage, St. Hyacinthe, Que.
"	Boot and Shoe Workers International Union, No. 257	H. Monette	5 St. Simon St., St. Hyacinthe, Que.
"	Fédération Canadienne des Cordonniers	Joseph Michand	Box 412 St. Hyacinthe, Que.
"	Journeymen Barbers International Union No. 423	L. J. E. Choquette	Hotel Frontenac, St. Hyacinthe, Que
"	Journeymen Tailors' Union, No. 37	Emile Gauthier	147 rue Cascades, St. Hyacinthe, Q.
"	Association des Employés de Commerce et de L'industrie	Paul L. Richer	St. Hyacinthe, Que.
Ste. Flavie	Brotherhood of Railway Trainmen, No. 701	J. Raymond	Box 72, Ste. Flavie, Que.
St. Jean	United Brotherhood of Carpenters and Joiners, No. 1610	Vilde e Payan	Box 436, St. Jean, Que.
"	Hodcarriers and Builders' Labourers International Union, No. 231	Baldic Hebert	St. Jean, Que.
St. Johns	National Brotherhood of Operative Potters, No. 78	Geo. Smith	St. John's Hotel, St. Johns, Que.
St. Jerome	International Brotherhood of M.W. Employés, No. 435	E. A. Godreau	St. Jerome, Que.
St. Romuald	Woodworkers' National Union No. 54	John Clouston	St. Romuald, Que.
Sherbrooke	Bricklayers and Masons' International Union, No. 3	John Gunning	50 Queen St., Sherbrooke, Que.
"	United Brotherhood of Carpenters and Joiners, No. 1684	J. E. E. Lyness	16 Bowen Ave., Sherbrooke, Que.
"	Machinists' Apprentices Lodge, No. 14	A. Clements	22 Goodhue St., Sherbrooke, Que.
"	Brotherhood of Locomotive Engineers, No. 694	E. W. Gibson	Sherbrooke, Que.
"	International Association of Machinists, No. 164	E. L. Slevin	187½ Wellington St., Sherbrooke, Q.
"	International Typographical Union, No. 672	Elmer Beauregard	Sherbrooke, Que.
"	Cigarmakers' International Union, No. 373	J. C. Gosselin	59 Marquette St., Sherbrooke, Que.
" South	Brotherhood of Railroad Trainmen, No. 776	G. Downes	58 Laurier Ave., So. Sherbrooke, Que
"	Brotherhood of Locomotive Firemen and Enginemen, No. 706	Neil Corcoran	Box 222, Sherbrouke, Que.
"	Club Ouvrier Independent de Sherbrooke	Edmond Gauthier	Sherbrooke, Que.
Magog	United Brotherhood of Carpenters and Joiners, No. 332	Onias Thisdale	Boite 253, Magog, Que.
"	Textile Workers' Union, No. 4	Leonidas Fournier	Magog, Que.
"	Textile Workers' Union, No. 11	Alfred Beaudien	Magog, Que.
Ste. Therese de Blainville	International Brotherhood of M.W. Employés, Div. No. 319	Jos. Bergeron	Ste. Therese de Blainville, Que.
Shawinigan	United Brotherhood of Carpenters and Joiners, No. 1775	J. W. L. Forget	Box 120, Shawinigan, Que.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA.—Concluded.

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Shawinigan Falls	Paper Makers' International Union, No. 145	Frank McLeod	Shawinigan Falls, Que.
Montreal, Shawinigan Junction	Brotherhood of Locomotive Engineers, No. 91	S. White	1829 Notre Dame, East, Montreal, Q.
Shawinigan Junction	Brotherhood of Railroad Trainmen, No. 802	J. Nelson	Shawinigan Junction, Que.
Shawinigan Junction	Brotherhood of Locomotive Firemen, No. 144	Herbert Schwager	Shawinigan Junction, Que.
Sorel	United Brotherhood of Carpenters, No. 761	F. X. Cournoyer	Box 278, Sorel, Que.
"	National Association of Marine Engineers of Canada, No. 9	Jos. A. Crepeau	Sorel, Que.
"	Brotherhood of Locomotive Engineers, No. 797	Geo. James	Sorel, Que.
Ste. Anne de Bellevue	Brotherhood of Carpenters and Joiners, No. 1584	Adolphe Pilon	Ste. Anne de Bellevue, Que.
"	Builders' Labourers' Union, No. 1	Felix Lalonde	Ste. Anne de Bellevue, Que.
St. François de Salle	National Quarrymen's Union, No. 60	Derossier Paquette	St. François de Salle, Que.
Stanstead Junction	Canadian Granite Cutters' Union	Geo. C. Mackie	Stanstead Junction, Que.
St. Marc, Portneuf	Journeymen Stonecutters' Union of North America	Severe Paquin	St. Marc, Portneuf, Que.
Tring Junction	Order of Railroad Telegraphers, No. 131	Patrick Doyle	Tring Junction, Que.
Terrebonne	Journeymen Stonecutters' Association	Joseph Terrien	Terrebonne, Que.
Three Rivers	Bricklayers and Masons' International Union, No. 6	J. R. Gervais	4a rue St. Philippe, Three Rivers, Q.
"	United Brotherhood of Carpenters and Joiners, No. 1793	Theo. Legare	Three Rivers, Que.
"	Union Internationale des Manoeuvres, No. 6	P. Cormier	Three Rivers, Que.
Valleyfield	United Brotherhood of Carpenters and Joiners, No. 1736	Wilfrid Tessier	Box 665, Valleyfield, Que.
"	Textile Workers' Union, No. 7	Joseph Boyer	Valleyfield, Que.
Windsor Mills	International Brotherhood of Paper Makers, No. 92	Jas. Lockwood	Windsor Mills, Que.

THE

LABOUR GAZETTE

MAY, 1911.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF APRIL, 1911.

I.—GENERAL SUMMARY.

As a result of cold and unsettled weather during the first three weeks of April, labour was somewhat less active than at the corresponding period of 1910, though the amount of general employment in view is greater than a year ago. Agriculturists were late in getting on the land, and growth was backward until the closing days of the month when seeding was in rapid progress under favourable conditions for the seed-bed. The opening of navigation was from two to three weeks later than last year. In the lumbering industry, also, the drives promise to be unusually late. In other respects, however, the month was favourable, and the general tone of trade and industry remained buoyant. Mining and lumbering outputs promised to be heavy, and in building and railway construction the outlook is for a summer season of exceptional activity. Manufacturing establishments continued to run for the most part to full capacity with full staffs, while immigration, trade, and transportation returns showed a considerable increase over the corresponding period of 1910. The supply of unskilled labour was well absorbed in most localities in the closing days of the month.

Changes in Wages and Hours of Labour.

The following is a statement by industries and groups of trades of the more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during April, 1911.

Building trades.—Carpenters (2,000) at Vancouver, B.C. received an advance from $4 to $4.50 per day, and bricklayers (300) from $5.50 to $6.00 per day. Carpenters (125) at Brandon received an advance, dating from May 1, and bricklayers (50) an increase to date from June 1. Dating from May 1, the following changes took place at Toronto, Ont.: Stonemasons (700) from 50 to 52½ cents an hour; bricklayers (1,500) from 50 to 52½ cents an hour; carpenters (3,500 to 4,000) from 35 to 37 cents an hour; and plasterers' labourers (200) from 30½ to 32½ cents per hour.

Metal trades.—Horseshoers at Stratford, Ont. raised their prices from 35 to 40 cents for sizes 5 to 7; the cost of wagon-tiring was at the same time raised from 50 to 60 cents.

Woodworking trades.—Employés of a billiard factory at Toronto, Ont., to the number of forty-two, received an increase of five per cent. in their wages.

Food and tobacco preparation.—Brewery workers (70) at Berlin, Ont., received an advance in wages, dating from March 17, amounting to $1 per week, and a reduction in hours from fifty-nine per week to fifty-eight in summer and fifty-seven in winter months. The hours during which hotel bars may be open in the Province of Quebec were reduced

The LABOUR GAZETTE, in its accounts of proceedings, abstracts of reports, legal decisions, quotations, or other records of matters of concern to labour, is not to be regarded as necessarily endorsing any of the views or opinions which may be expressed therein.—Ed.

by ten a week, by an amendment to the law which took effect on May 1.

Railway service.—Machinists (75) of the Michigan Central Railway at St. Thomas, Ont., were granted an increase from 31½ to 34½ cents an hour, dating back from February 1.

General transport.—Teamsters at Lethbridge, Alta., received an increase in wages.

Civic employés.—Policemen at Windsor, Ont., received an advance from $750 to $775 per year, dating from January 1. Day labourers at Prince Rupert, B.C., received an increase from 37½ to 45 cents an hour. Firemen at St. Thomas, Ont., received an advance in their annual pay.

Interruptions to Industry.

Among industrial establishments, etc., destroyed by fire or through other causes during April, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.—Car shops at Amherst, loss, $200,000; junk warehouse at Halifax, loss, $3,500; school house at New Aberdeen, loss, $7,000; stationery and fancy goods warehouse at Truro, loss, $20,000.

New Brunswick.—Lumber mill at Booth Station, loss, $12,000.

Quebec.—Woollen mill at Joliette, loss, $3,500; village of Kippawa, loss $60,000; apartment house at Montreal, loss, $165,000; dwellings at Montreal, loss, $6,000; sheds and dwellings at Montreal, loss, $4,000; drygoods store, Montreal, loss $4,000; tailor shop at Montreal, loss, $3,000; office building at Montreal, loss $3,000; store at Point au Pic, loss, $18,000; laundry and two dwellings at Sorel, loss $10,000; piggeries at St. Vincent de Paul, loss, $10,000; sawmill at Sorel, loss, $10,000; sawmill at South Roxton.

Ontario.—Screw factory at Brantford, loss, $3,000; planing mill at Brockville, loss, $6,000; Forester's block at Cottam, loss, $17,000; cheese factory, Coburg, loss, $8,000; furniture plant, Goderich, loss, $50,000; lumber mill at Guelph, loss $15,000; store, houses and barn, Keewatin, loss, $4,800; restaurant and dwelling, London, loss, $6,500; tannery, London, loss, $10,000; barns and stables, Niagara Falls, loss $2,500; shop, Ottawa, loss, $3,300, barns and piggery, Ottawa, loss, $15,000; box factory, Parry Sound, loss unknown; drying-house of explosives plant at Sand Point destroyed by explosion, 4 employés killed; business block, Seaforth, loss, $14,000; stores at Stittsville, loss, $30,000; townhall at Thamesville, loss, $25,000; flour mill, Walkerton, loss, $14,000; factory, Woodstock, loss, unknown;

Manitoba.—Store at Brookdale, loss, $7,000; general store at Hilton, loss, $10,000; flour-mill at Pilot Mound, loss, $30,000. Portage la Prairie, store, loss, $40,000.

Saskatchewan.—Store at Kirley, loss, $7,000; store at Langenburg, loss, $30,000; farmhouse and stable at Rosthern, loss, $5,000; stores at Saskatoon, loss, $7,000.

Alberta.—Warehouse at Vermillion, loss, $2,000.

British Columbia.—Lumber mill at Coquitlam, loss, $200,000; stores at Port Essington, loss, $10,000; lumber mill, South Vancouver, loss, $5,000.

Loss of Steamer *Iroquois* off Shell Island, B.C., April 10, through shifting of cargo.

Conditions in the Industries and Trades.

Conditions of employment during April in the several industries and groups of trades throughout Canada, as indicated by reports of correspondents to the *Labour Gazette*, and by information received at the Department of Labour from other sources, may be briefly summarized as follows:—

Agriculture.

The weather has been unusually backward, but agriculturists throughout Ontario and the eastern provinces were busy seeding in the closing week of the month. In western Canada, timely rains have provided the seed bed with abundant moisture, and work on the land was going forward very rapidly by May 1. Fall wheat made slow progress in the first half of the month. but growth was rapid at the close. The first crop reports to be received were generally favourable, showing a considerable increase in acreage. The grain markets were characterized by strength, but live stock was somewhat weak, with dairy produce steady. The general outlook was regarded as favourable for a good agricultural year.

The final estimate of the Saskatchewan Government of the crop of 1910 shows that there were 72,666,399 bushels of wheat raised, the average yield per acre being 15.58 bushels. The oat crop amounted to 62,315,295 bushels, representing an average yield of 30.40 bushels per acre. The total value of farm crops of the province was $92,335,190.

Two dairy inspectors have recently been appointed by the province of Saskatchewan and have started work, the province having been divided for this purpose into two districts, namely, Northern and Southern Saskatchewan.

Fishing.

The month was quiet in the Maritime Provinces, drift ice hampering coastwise fishing. There was some activity following the opening of the lobster season, but catches were light as a result of the above mentioned conditions. It was

stated that upward of seventy vessels had left Lunenburg for the banks. There had been a very large increase in the number of vessels sailing from this port during the present season. Elsewhere in Canada the industry was quiet. A fair run of spring salmon was reported in British Columbia.

During the year 1910, British Columbia produced 762,201 cases of packed salmon, totalling in value $4,192,105. The production of fresh salmon amounted to 2,500,000 pounds. The production of halibut is also an important industry in that province, the year's take amounting to 22,500,000 pounds, valued at $1,125,000. These with other kinds of ocean products such as salt and dried salmon, herring, oysters and other shell fish, make up a total production for that Province of $8,602,306, which represents a total capital employed of $6,823,852, requiring the labour of 19,500 persons with their earnings totalling $5,580,000.

Lumbering.

The backward weather has delayed the drives, and the sawmilling season will be late in opening. The opening up of the spring demand for labour has been delayed by the same conditions. Stocks are low throughout Ontario and the eastern provinces, and a busy sawing season is expected. The Northwest lumber market has developed signs of activity. In Manitoba, the cut will considerably exceed that of 1910. In British Columbia, work in the mills and logging camps had resumed activity, and a very busy summer is in prospect in most sections of the province.

An important change in the land policy of the Government of British Columbia is indicated by an order-in-council passed in April increasing the price of land classified as first class from $5 to $10 per acre, and that of land classified as second class from $2.50 to $5 per acre.

The Government of the Province of New Brunswick has introduced a bill prohibiting the export of pulpwood on crown lands.

Mining.

The delay in the opening of navigation somewhat curtailed operations in the Nova Scotia collieries, but the month in most districts was an active one. In Ontario and Quebec, mining work has been actively resumed. Development work was very active in the Porcupine district. Labour disturbances curtailed the output of the Alberta and Eastern British Columbia collieries, but on Vancouver Island the month was a busy one. Ore production in the metalliferous camps of British Columbia was well maintained.

According to statistics published by the Ontario Bureau of Mines, the output of all the silver mines of that province during 1910 was 30,558,825 ounces, an increase of 4,500,000 ounces compared with 1909. Of this total the Cobalt camp produced about 25,000,000 ounces.

The Department of Mines, Canada, has issued a report on the asbestos industry. Canada now produces eighty-two per cent. of the world's supply of asbestos. The companies operating asbestos quarries and factories in the Dominion are capitalized at $24,290,000. In 1880 only 380 tons of asbestos were produced, valued at $24,700; whereas in 1909 the production amounted to 63,300 tons, valued at $2,300,000. In 1909, 3,000 men were employed in the asbestos industry and received wages amounting to $1,350,000. These facts and much valuable technical information of practical value to the general public are contained in the report.

Manufacturing.

The general situation was one of pronounced activity in nearly all branches and localities. Labour, especially female labour, was in demand in certain centres. The enlargement of factory premises on a considerable scale promises to be a feature of the present building season. Among the branches in which activity was especially pronounced during the past month may be mentioned iron and steel plants, agricultural implement factories, and garment factories.

The annual report of the Nova Scotia Steel and Coal Company was published

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of *The Gazette* as published in the present issue several trades and industries throughout the Dominion. The table has reference only to the amount of employment headings in *The Gazette*. In tabulating the information in question, the terms employed are divided into two groups, active, very active; (2) quiet and very quiet.

City and District of Correspondent.	Agricultural operations.	Fishing.	Lumbering (including sawmilling.)	Mining.	Manufacturing.	Railway construc-	Building trades.
Nova Scotia—							
1—Sydney	Active	Quiet	.....	Active	Very active	.....	Quiet
2—Westville	Active	.....	Active	Active	Active	.....	Active
3—Halifax	Quiet	Active	.....	.....	Active	.....	Very quiet
4—Amherst	Quiet	Quiet	.....	Active	Active	.....	Active
Prince Edward Island—							
5—Charlottetown	Quiet	Active	.....	.....	Active	.....	Active
New Brunswick—							
6—Moncton	Quiet	Quiet	Quiet	.....	Active	.....	Active
7—St. John	Quiet	.....	Active	.....	.....	.....	Quiet
8—Newcastle	Quiet	Quiet	Quiet	.....	.....	.....	Quiet
Quebec—							
9—Quebec	Quiet	.....	Active	.....	Active	.....	Active
10—Sherbrooke	Active	.....	Active	Active	Very active	.....	Active
11—Three Rivers	Quiet	Quiet	Active	.....	Active	Active	Active
12—St. Hyacinthe	Active	.....	.....	.....	Very active	.....	Quiet
13—St. Johns and Iberville	Active	.....	Active	.....	Active	.....	Active
14—Sorel	Active	.....	.....	.....	Active	.....	Active
15—Maisonneuve	Active	.....	.....	.....	Very active	.....	Quiet
16—Montreal	Active	.....	.....	.....	Active	.....	Active
17—Hull	Quiet	.....	Active	.....	Active	.....	Quiet
Ontario—							
18—Ottawa	Active	.....	Active	.....	Active	.....	Active
19—Kingston	Active	.....	Active	Active	Active	.....	Active
20—Belleville	Active	Active	Active	Active	Very active	Active	Active
21—Peterborough	Active	.....	.....	.....	Active	.....	Active
22—Toronto	Active	.....	.....	.....	Active	.....	Active
23—Niagara Falls	Active	.....	.....	.....	Active	Active	Active
24—St. Catharines	Very active	.....	.....	.....	Very active	.....	Very active
25—Hamilton	Active	.....	.....	.....	Very active	Active	Active
26—Brantford	Active	.....	.....	.....	Very active	.....	Active
27—Guelph	Active	.....	.....	.....	Active	.....	Active
28—Berlin	Quiet	.....	.....	.....	Very active	.....	Quiet
29—Woodstock	.....	.....	.....	.....	Very active	.....	Active
30—Stratford	Active	.....	.....	.....	Very active	.....	Active
31—London	Active	.....	.....	.....	Active	.....	Active
32—St. Thomas	Quiet	.....	.....	.....	Active	.....	Active
33—Chatham	Active	.....	.....	.....	Active	.....	Active
34—Windsor	Active	.....	.....	.....	Very active	.....	Active
35—Sault Ste. Marie	.....	.....	Quiet	.....	Active	.....	Active
36—Port Arthur & Fort William	Quiet	.....	Active	.....	Active	Active	Quiet
Manitoba—							
37—Winnipeg	Quiet	.....	Active	.....	Active	Active	Active
38—Brandon	Very active	.....	.....	.....	Active	.....	Active
Saskatchewan—							
39—Regina	Active	.....	.....	.....	Active	Active	Active
40—Moose Jaw	.....	.....	.....	.....	.....	.....	Quiet
41—Saskatoon	Active	.....	.....	.....	Active	.....	Active
Alberta—							
42—Calgary	Quiet	.....	.....	.....	Active	Active	Active
43—Edmonton	Active	.....	.....	Very active	Active	.....	Quiet
44—Lethbridge	Active	.....	.....	Very quiet	Active	.....	Active
British Columbia—							
45—Nelson	.....	.....	Active	Quiet	.....	.....	Active
46—New Westminster	.....	Quiet	.....	.....	Active	Active	Active
47—Vancouver	Active	.....	Active	.....	Active	.....	Active
48—Victoria	.....	.....	.....	.....	Active	Active	Quiet
49—Nanaimo	Quiet	Quiet	Active	Very active	Active	.....	Active

CANADA DURING THE MONTH OF APRIL, 1911.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken as to wage changes, trade disputes and kindred phenomena treated under separate the order indicating in each, the degree to which general conditions were favourable or unfavourable, as follows: (1)

	Metal, engineering and ship-building.	Wood-working.	Printing and Allied trades.	Clothing.	Food and tobacco preparation	Leather.	General transport.	Miscella-neous.	Unskilled labour.
1—	Active	Active	Active	Active	Active	.....	.....	.....	Very quiet
2—	Active	.....	Active	Active	Active	Active	.....	Active	Active
3—	Quiet	Active	Active	Quiet	.....	.....	Active	.....	Quiet
4—	Quiet	Active	Active	Active	Active	Active	Active	Active	Active
5—	Active	Active	Active	Active	Active	Active	Active	Active	Active
6—	Active	.....	Active	Active	Active	Active	Active	Active	Quiet
7—	Active	Quiet	Active	Active	Active	.....	Active	Active	Quiet
8—	Active	.....	.....	.....	.....	.....	.....	.....	Very quiet
9—	Active	.....	Active	Active	Quiet	Active	Active	Active	Quiet
10—	Active	Active	Active	Active	Active	.....	Active	Active	Active
11—	Active	Active	Active	Active	Active	Active	Active	Active	Active
12—	Active	Active	Active	Quiet	Active	Quiet	Active	Active	Quiet
13—	Active	Active	Active	Quiet	.....	.....	Active	Active	Active
14—	Active	Active	.....	.....	.....	.....	Active	Active	Active
15—	Active	Active	Active	Active	Active	Active	Active	Active	Active
16—	Active	Active	Active	Active	Active	Active	Active	Active	Active
17—	Active	Active	.....	.....	.....	.....	Active	Active	Active
18—	Active	Active	Active	Active	Active	Active	Active	Active	Active
19—	Active	Active	Active	Active	Active	Active	Active	Active	Active
20—	Actvie	Actiev	Active	Active	Active	Active	Active	Active	Active
21—	Active	Active	Active	Active	Active	.....	Active	Active	Active
22—	Active	Active	Active	Active	Active	Active	Active	Active	Active
23—	Active	.....	.....	Active	Active	.....	Active	Active	Active
24—	Active	Active	Active	Active	Active	Active	Active	Active	Active
25—	Active	Active	Active	Active	Active	Active	Active	Active	Active
26—	Very active	Active	Active	Active	Active	Active	Active	Active	Active
27—	Active	Active	Active	Active	Active	.....	Active	Active	Active
28—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
29—	Active	Active	Active	Active	.....	.....	Active	Active	Very active
30—	Active	Active	Active	Active	Active	Active	Active	Active	Active
31—	Active	Active	Active	Active	Active	.....	Active	Active	Active
32—	Active	.....	Active	Active	.....	.....	Active	Active	Active
33—	Active	Active	Active	Active	Active	.....	Active	Active	Active
34—	Active	Active	Active	Active	Active	.....	Active	Active	Active
35—	Active	Active	Active	Active	Active	.....	.....	Active	Active
36—	Active	Active	Active	Active	Active	.....	Active	.....	Active
37—	Active	Active	Active	.....	.....	.....	.....	.....	Active
38—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
39—	Active	Active	Active	Active	Active	.....	Active	Active	Active
40—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
41—	Active	Active	Active	Active	.....	.....	Very active	Active	Active
42—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
43—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
44—	Active	Active	Active	Active	Active	Active	Active	Active	Active
45—	.....	.....	.....	.....	.....	.....	Active	.....	Quiet
46—	Active	Active	Active	Active	Active	.....	Actiev	Active	Active
47—	Active	Active	.....	Active	.....	.....	Active	Active	Very quiet
48—	Active	.....	Active	.....	.....	.....	Active	Active	Quiet
49—	Active	Active	Active	.....	Active	.....	Active	Active	Quiet

under date of March 29. The output and turnover of the Company showed an increase over the previous or any past year. The following is a statement of output:—

Coal.—The total quantity mined, used, and shipped from the Sydney Mines Collieries, was 847,176 tons, an increase of 37,835 tons over the previous year.

Ore.—The total quantity of ore shipped from Wabana was 532,058 tons, an increase of 71,671 tons.

The other outputs were:—

Coke made	90,360	tons.
Limestone and dolomite quarried	71,773	"
Pig iron made	65,384	"
Steel ingots at Open Hearth Dept. Sydney Mines	73,019	"
Steel billets rolled at New Glasgow mills	59,244	"
Bars and plate rolled	50,915	"
Street railway car-axles forged	34,736	"
Total shipments of finished steel forgings, etc.	60,940	"
Pig iron shipments	2,056	"

The royalty paid to the Nova Scotia Government on coal mined was $78,089.33.

Railway Construction.

There was an active demand for men to work in the railway construction camps, the amount of work projected for the approaching summer being very large. The demand for labour was already equal to the supply in some localities, and a relaxation of the immigration regulations went into force from April 15 to meet the situation.[1] It is estimated that over seventeen million dollars will be spent by the Grand Trunk Pacific Railway Company on new lines and station buildings in Western Canada during 1911.

The contract for the new Quebec bridge was awarded by the Dominion Government to the St. Lawrence Bridge Company, the contract price being $8,650,000, the structure to be completed by September 1, 1913.

The Canadian Northern Railway Company called for tenders for the construction of a line through the Fraser and Thompson canyons, the cost to be approximately $15,000,000.

The Honourable the Minister of Railways recently presented the following general statement respecting the Grand Trunk Pacific Railway Company in the House of Commons:

MOUNTAIN SECTION.

Total expenditure as certified to by Chief Engineer		$18,765,330.20
Total payments made to the company		11,763,509.61

PRAIRIE SECTION.

Total expenditure as certified to by Chief Engineer		34,436,168.48
Total payments made to the company upon guarantee	$10,735,482.92	
Total payment made to the company on account of special loan	10,000,000.00	
		20,735,482.92

The amount spent by the Grand Trunk Pacific Railway Company, for rolling stock, locomotives, etc., up to date is $14,744,253.14.

General Transport.

The feature of the month was the resumption of shipments by water at a date from two to three weeks later than last year. Longshoremen at points on interior waterways resumed work. Railway traffic was well maintained, the heavy immigration movement having swelled receipts from passengers. In view of the increasing bouyancy of trade an active season is expected.

The Trades.

Building.—Returns with regard to building permits in a large number of Canadian cities show a pronounced increase as compared with the corresponding period of 1910. The outlook in nearly every section is that the present season will be considerably more active than in 1910, which it will be remembered, was the most active year since 1906. The outdoor trades resumed work during April, and painters and carpenters were especially busy.

Metal and woodworking trades.—Employés in these trades had a very active month, with the prospect of similar conditions for some time to come.

Printing and allied trades.—These trades were busy in nearly all localities.

Clothing.—Journeymen tailors were very busy. Garment workers also were busy. Boot and shoe workers were somewhat quiet, as is usual at this season.

Textile trades.—Cotton and woollen mills continued very active.

[1] See article on Immigration and Colonization elsewhere in present issue.

Leather.—Leather trades reported favourable. There was a strong demand for leather, with prices firm.

Food and tobacco preparation.—Bakers and confectioners had a fair month. Cigar and tobacco makers reported steady conditions.

Miscellaneous.—Barbers, hotel and restaurant employés, and retail clerks reported normal season conditions.

Unskilled labour.—The demand for this class increased very rapidly in the closing days of the month, and in several localities had fully absorbed the available supply. The outlook is for a very active season on civic improvement work and for steady employment for workmen of this class until autumn.

Canadian Trade and Revenue.

Foreign and Imperial trade.—During March 1911, the total value of imports entered for consumption into the Dominion of Canada was $49,477,055, compared with $43,241,975 in March, 1910. In the fiscal year ending March 31, 1910, the total value of imports entered for consumption was $451,891,814, compared with $369,766,071 in 1910. The total value of domestic exports during March, 1911 was $20,364,254, compared with $22,199,295 in March, 1910. The total value of exports during the fiscal year ended March 31, 1911, was $274,316,553, as against $279,211,537 in the previous fiscal year. During March, 1911, there were increases in exports of animals and their products, and decreases in products of the mine, fisheries, forest, agriculture, and manufactures, compared with the corresponding month of 1910. The grand total of Canadian trade for March, 1911 was $69,841,309, compared with $65,441,250 in March 1910. For the fiscal year the grand total of Canadian trade amounted to $726,008,367, compared with $648,977,608 in the previous fiscal year.

During April, reports were received at the Department of Trade and Commerce, Canada, from Trade Commissioners with reference to foreign markets for vehicles and forest products. A good market for bicycles and motor cars is reported in China. In Brazil, the extension of rice cultivation has created a demand for agricultural machinery, and manufacturers of canned goods are said to have an excellent opportunity to extend their trade in that country. An increasing demand for flour exists in Japan. The principal woods imported into Great Britain of interest to Canadian shippers are white and red pine, spruce, oak, birch, elm and maple. There is a small market there for telegraph and telephone poles, joists, and railway ties, as the trade is all done with the Baltic; but a good trade might be done in pulpwood and ground and sulphite pulp. Siberia has become a new competitor in the British market in white pine.

Domestic trade.—General trade was somewhat retarded by continued cold weather, but a decided improvement was reported during the last week of the month. Collections showed a marked improvement. Commercial suspensions during the first quarter of 1911 numbered only 367, compared with 426 in the corresponding period of 1910 and 425 in 1909. The manufacturing failures numbered eighty, the same as in 1910, but twenty less than in 1909.

Clearing house returns have shown a steadily increasing tendency for some time past.

The bank statement for March showed an increase in circulation and deposits, a falling off in call loans, and a large increase in current loans. The circulation of notes amounted to $81,938,753, compared with $79,927,785 in February, and bank deposits amounted to $831,204,258, compared with $819,784,876 in February and $762,834,288 in March, 1910. The current loans amounted to $710,604,072 against $689,234,781 in the previous month.

Notes.

A project for the organization of a Child Welfare Exhibition in Montreal, similar to that held in New York in 1910, was set in motion during the past month. Schemes of operation have been submitted and committees appointed.

On April 4, sixty acts passed by the

Parliament of Canada, received the Royal assent. Thirty-eight of these acts related to railway companies. The Immigration Act was amended in the way of providing more stringent provisions against the importation of undesirable immigrants. The Inspection and Sale Act was amended by the insertion of a clause defining a barrel of potatoes as 160 pounds.

Representatives of nineteen municipalities between Picton and Morrisburg, Ontario, held a meeting at Brockville for the purpose of discussing the securing of cheap power. Honourable Adam Beck, chairman of the Hydro-Electric Power Company was present and addressed the meeting and outlined a plan for the obtaining of power by these municipalities. A resolution was passed appointing an executive, composed of one member of each municipality.

The Industrial Education Act, passed by the Legislature of Ontario and now in force provides that the members of the advisory industrial committees shall be appointed at the first meeting of the boards held after the passing of the Act. This provision applies to the technical schools at Toronto, Hamilton, and Sudbury, the industrial classes at Brantford Collegiate Institute, and the co-operation Industrial School at Sault Ste. Marie, and to such other secondary schools, whether day or evening, as may have already provided classes of an industrial or technical character.*

* See the Labour Gazette for April, 1911, p. 1139.

The free employment bureau system, under the control of the Quebec Legislature, has been officially inaugurated. Persons out of employment may register free of charge, and manufacturers and others will be supplied with all classes of labour. Private labour offices will handle the foreign element, and will be under government inspection, and keepers will be required to get a licence from the chief factory inspector. To prevent frauds their books will be examined from time to time.

During the past month the Canadian Householders Economic Association of Toronto held a meeting for the purpose of discussing the advisability of forming a consumers' league in view of the prevailing high prices of staple articles. Inasmuch as the work contemplated differs somewhat from that carried on by the National and International Consumers' League. it was decided to appoint a strong committee to be named the Housekeepers' Protective League. Each member of League pledges herself to weigh and measure all supplies and to protest with tradesmen whenever there is occasion to do so, and to report those found systematically giving short weight and inferior quality for prices paid. The Association was successful last year in establishing infant milk depots, where certified milk was sold at the price charged for the ordinary commercial milk. Altogether 12,900 bottles were distributed.

II.—REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour conditions were active until the latter part of the month when the collieries were idle for a few days. This was due to the late opening of navigation and the desire of the coal companies to refrain from placing much more coal in the coal heaps, which were larger than usual.

Prevailing north winds kept the drift ice close in on the coast and the cold weather was not favourable to the breaking up of the bays and harbours.

Nearly all lines of business were well advanced during the winter season and it was hoped that an early spring would follow the severe winter. The season, however, up to the present is at least one month later than last year. The late opening of navigation has had an unfavourable effect on the coal trade, the ore

and dolomite business, shipping and the building trades.

The steel industry continued active. During the month, the Dominion Steel Company received large orders for rails, which in addition to its other heavy orders will keep the works well employed for many months to come. The Sydney Mines Steel Works had a busy month and large outputs were obtained. This Company has also many orders ahead, which makes prospects bright for the year. Port Hood Colliery, after a lapse of several months, resumed operations, and large developments are contemplated.

Work on the fertilizer plant at Sydney was begun, and men are busy on the foundation for the buildings. The building trades were not so active as was expected, and general activity will be delayed until well on into May. Besides several building blocks, there will be a number of residences erected in Sydney. There will be a large number of houses erected in the Colliery districts and building will begin as soon as the roads become passable.

Transportation by rail continued heavy. The wholesale and retail trades were active and a large volume of business was done.

The United Mine Workers held a conference in Halifax to which they invited the coal operators to discuss the matter of a new wage scale. No operators attended the conference.

CONDITION OF LOCAL INDUSTRIES.

Agriculturists were quiet, owing to weather conditions.

There has been no coast *fishing*, owing to drift ice.

Lumbering was quiet.

CONDITION OF PARTICULAR TRADES.

Activity was the rule both for skilled and unskilled labour.

WESTVILLE, N.S., AND DISTRICT.

Mr. T. Hale, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Work, in general, throughout this district in April was brisk. Collieries worked full time. The outputs and shipments showed an increase over the corresponding month of 1910. A demand for unskilled labour is anticipated, and the outlook for a good summer's work is very favourable.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agriculturists have started preliminary work in anticipation of a busy season.

Lumbering.—Prospects are favourable. Preparations towards getting timber ready for the market have started.

Manufacturing.—The several industries were generally well employed.

Mining.—Conditions in this industry were exceptionally good, all the mines working steadily. The shipments for the three months ending March 31 showed a marked increase over the corresponding period of 1910.

CONDITION OF PARTICULAR TRADES.

Activity prevailed in the building, metal, woodworking, printing, clothing and other skilled trades.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The past month was an improvement, industrially speaking, over March. But while marked activity characterized many lines, building operations were dull, with no appearance of any immediate improvement, and mechanics in some branches were compelled to adopt other means of livelihood, some contemplating migrating to the western Canadian cities. Work along the waterfront maintained its activity. The immigration records were higher than in any previous year, the figures for the season being approximately

39,760, as against 16,333 in 1908–09, and 36,609 in 1909–10. The steamship lines bringing the immigrants were: Allan, 25,065; Canadian Pacific Railway, 1,058; White Star (Dominion), 4,791; Royal, 4,846; Uranium, 3,042. The total number of detentions was 765. These steamers' arrivals made much activity among longshoremen, but the latter were in sufficient number to always cope successfully with both freight and baggage.

At the present time all journeymen plumbers, before engaging in their calling, must have certificates of competency from the Health Department of the city. Some weeks ago a notice of motion was given by one of the members of the Halifax Board of Health that he would move to repeal the sections governing licensed pumbers, thus enabling employers to engage practically anybody at plumbing work. This the plumbers' union strongly opposed, stating it was a step backward, as far as sanitation was concerned. The matter came up before the Health Board on April 13. The Union was represented by several members, and the matter was thoroughly debated. The City Engineer, who was requested by the Board of Health to report on the matter, endorsed the contention of the men, which was also supported by a resolution from the Halifax District Trades and Labour Council. The amendment was withdrawn.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Some mid-month wholesale prices are:—

Butter, creamery, prints, 28 cts.
Butter, creamery, boxes, 26-27 cts.
Butter, creamery, 30-lb. tubs, 27 cts.
Butter, dairy, ordinary, 19-21 cts.
Butter, dairy, rolls, 23-24 cts.
Butter, dairy, prints, 23-24 cts.
Cheese, large, 14 cts.
Cheese, twins, 14½ cts.
Eggs, fresh, 18-19 cts.
Beef, per quarter, 8 to 9½ cts.
Beef, hind quarter, 10-12 cts.
Lamb, lb., 11 cts.
Mutton, 7-9 cts.
Veal, 7-9 cts.
Pork, 8-9 cts.
Bacon, 18 cts.
Turkey, 20-25 cts.
Fowl, 12-14 cts.
Geese, 16 cts.
Chicken, 14 cts.

Fishing.—Local fishermen report small catches, but more fish (herring) were taken than in March. A Yarmouth despatch of April 15 says: Some good-sized shipments of fish have been forwarded to Boston, among the lot being 10,000 lbs. of halibut, and 1,200 crates of live lobsters

Manufacturing.—Local concerns are working up to season's average in general lines. The Nova Scotia Car Works report an average output of four cars per day, with prospects of an increase.

Mining.—New tungsten deposits are reported, this time near Waverley, Halifax county. Two shafts are being sunk, and much interest is being taken.

The coal operators of Nova Scotia were invited by the scale committee of the United Mine Workers to meet them at Halifax. The invitation was issued March 31, and was for the purpose of endeavouring to bring about "a more harmonious, peaceable and beneficial arrangement between both parties." The conference was to have taken place at the Board of Trade rooms, Halifax, April 17. The representatives of the miners were present, but the operators did not respond.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters and plasterers were dull. Painters, decorators and paper hangers were fairly active. Plumbers and gas fitters were quiet. Steam fitters were dull. Stone-cutters were quiet. Builders' labourers were dull. Electrical workers were fair. Boilermakers were busy. Printers, pressmen and bookbinders were fairly well employed, but experienced a falling off from March. Tailors showed an improvement over March. Barbers were busy. Transport men, with few exceptions, were busy. Miscellaneous employés were employed up to the April average. Unskilled labour showed an improvement over March.

AMHERST, N.S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

A disastrous fire, which occurred on the morning of April 27, at the extensive plant of the Canada Car and Foundry Company, has seriously disorganized labour conditions in the city. The forge shop, machine shop, blacksmith shop and moulding shops were completely destroyed. As a result, 250 men lost their positions, and more than 500 additional men, whose work depended on the output of these shops, were also thrown out of employment. The head officials of the Company arrived in Amherst to-day. The work of rebuilding will be begun at an early date, but it will be some weeks before a large number of the men can find places, although the Company will do its best to have them taken on as speedily as possible.

Outside of the disturbing condition produced by the fire, the industrial situation in Amherst is all that could be desired. The industries are all operating on an extensive scale, and continually adding to their working staffs. The Hewson Woollen Mills held its annual meeting during the month, and a dividend of six per cent. was declared. This is the first dividend in three years.

The strike in Springhill still continues. The town was placed under a police commission, and a decided improvement followed; about twenty of the strikers resumed work.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The backward spring has seriously handicapped the farmer. Little or nothing has as yet been done towards this season's work. Thousands of tons of hay will be carried over to next season. In other lines of farm produce, prices are good.

Fishing.—The lobster season opened on April 20, but owing to the presence of ice in the bays and harbours the fishermen have not as yet been able to set out their traps, and no lobsters have as yet been taken to the packers.

Lumbering.—The lumber cut in this county will total fully eighty million feet, the largest for years. Shipping will be begun at once. Stream driving and hauling is very active at present.

Manufacturing.—As mentioned before, the fire at the Canada Car Company has seriously interfered with the output of cars, but in other manufacturing lines business is good.

Mining.—With the exception of Springhill, the collieries are active and have increasing outputs. The Maritime Gypsum Company resumed work at its quarries this month. It is at present employing sixty men, but the number will be shortly increased. The Company sells its entire output in the United States.

CONDITION OF PARTICULAR TRADES.

The weather has been cold and backward, but even with this disadvantage an improvement in building operations has been noted. Bricklayers and masons, who have been idle through the winter, are gradually resuming work. Carpenters and joiners are busy, and painters and paperhangers, active. Electrical workers, horseshoers and woodworkers have been busy. Carriage and wagon makers report business active. Many car builders are out of employment owing to the recent fire. Pattern makers were fairly busy. Printers, pressmen and journeymen tailors are busy, with garment workers active. Boot and shoe workers were very busy, with a small demand for more men. Butchers and meatcutters were active. Leather trades, trunk and bag makers were busy. Barbers report business good. Clerks and stenographers were well employed. Unskilled labour is well employed.

CHARLOTTETOWN, P.E.I. AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The general condition of the labour market during the month of April showed improvement over that of March. Outside building operations included the remodelling of the new Royal Bank,

and the starting of several residences. The new Heartz Memorial Hall was almost completed and work was started on the enlargement of the Notre Dame Convent. A feature of the month was the arrival of forty-three immigrants from Great Britain, including several families who will settle on farms, a number of farm labourers and domestics, all of whom quickly found employment. The majority had been engaged in advance. The opening of navigation was considerably later than usual, the winter boats being kept running until the 27th.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Cold weather during the first part of the month delayed operations but the closing week found the land beginning to dry up and preparations under way for starting cultivation, although very little ploughing was done.

Fishing.—With the opening of the lobster fishing on the 26th, the busy season of the fishermen began. The ice, in some sections, hindered the running of lines, and the first catches will be later this season than last year.

Manufacturing.—There were no changes under this heading to note, the supply and demand for labour being well balanced.

Railroad construction and employment. With the advent of spring there was renewed activity on the Elmira Branch Railway. The summer timetable which meant the putting on of additional trains went into effect on the 24th.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers and plasterers were active. Painters, decorators and paper hangers were busy; plumbers, gas and steam fitters, stone cutters, were active. Builders' labourers were fairly active. Iron moulders, workers and helpers, machinists and engineers, steam engineers, electrical workers, linemen and switchmen were active. Bicycle workers were busy. Woodworkers, upholsterers, carriage and wagon makers and car builders were active. The printing, clothing, food and tobacco preparation, leather and miscellaneous trades were active. Railroad conductors, locomotive engineers, firemen, railroad telegraphers, trainmen, switchmen and trackmen were active; steamboat men and steamboat firemen, and longshoremen were busy. There was a fair demand for unskilled labour.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Industrial and commercial conditions during April showed but little advancement over those reported in March, and were scarcely up to the standard of April, 1910. Weather conditions are partly responsible for this; retarding alike log driving and agricultural operations. Navigation of the Petitcodiac river opened April 19, while the steamer on the Summerside, P.E.I. and Point du Chene route made the first trip April 27, each being three weeks later than in 1910. Building operations are promising, several permits for dwellings having been issued. The work of trenching for the installation of natural gas has so far proceeded slowly owing to the great depth of frost, but with settled conditions a large force of men will be employed and the work of pipe laying and street railway construction rapidly pushed. A site on Mechanic street has been purchased for offices and car sheds. All local manufacturing industries report very active conditions prevailing during the month and much work in sight. Retail trade has been seasonable and wholesale trade expansive. Rents remain steady and real estate firm. No change in hours of labour or wages noted and no labour troubles in evidence.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farming operations have not begun yet. Produce of all kinds except hay is in good demand and prices are fair. The eighth Annual Seed Fair of the Sussex Studholm Agricultural Society was held March 31—April 1, being

well patronized. Country cheese factories will re-open May 1.

Lumbering.—Driving upon the Miramichi waters and other north shore streams has not yet commenced but operators are ready for the rise of water. Current wages offered are from $2.25 to $2.75 per diem. Heavy cuts of lumber have been made in Albert county, 12,000,000 feet on the Shipody river alone. Small operators are receiving $13.00 per thousand feet for their output.

Mining.—Drilling work has been resumed by the Maritime Oil-fields Company on the Coverdale areas and on April 14, in well No. 19, at a depth of 1,285 feet, gas yielding 6,000,000 cubic feet daily was struck. A company to develop the tungsten deposits on the Miramichi are seeking incorporation. Coal mining operations at Bursville are also being actively carried on, about 100 men being steadily employed.

CONDITION OF PARTICULAR TRADES.

The various craftsmen of the building trades still continue quiet with the exception of painters, decorators and paper hangers who are very active and in demand. Steady conditions prevail among the various metal and engineering trades. Woodworkers were active, upholsterers busy, carmen active and barrel factory hands very active. Printers, pressmen and bookbinders were active. Journeymen tailors were active and garment workers active and in demand. Bakers and butchers were active. The leather trades were quiet. Barbers were busy, clerks and stenographers steady, hotel and theatre employés busy, laundry workers active. All classes of railway operating staff were active, with carters, teamsters and expressmen busy. For unskilled labour the demand continues light but will very materially increase in May.

ST. JOHN, N.B. AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

With the advance of spring and warm weather the labour market is improving, although no new work has been started with the exception of the excavation for the new armoury. A large amount of remodelling and improving of buildings is in progress, and it is anticipated that next summer will be an improvement on last.

The winter port business is drawing to a close. Up to April 22 there had been filed at the Custom House cargoes for one hundred steamships, which carried away Canadian goods valued at $13,586,312, and foreign goods valued at $7,390,932, making a total of $20,977,244. The total valuation of shipments last year per 100 steamships was $20,575,604, an increase of $401,640 in valuation over last season. The total amount of shipments from this district to the United States for the quarter ending March 31 was $318,344.89, and for the corresponding period last year, $634,103.95, a decrease of $315,759.06.

The inland revenue receipts for the month of March were, $13,765.03.

The Savings Bank deposits for the month of March were $55,821.43, and the withdrawals $63,614.66. For the fiscal year ending March 31 the deposits were $750,623.97, and the withdrawals, principal and interest, $895,785.48. There is more money on deposit in the Savings Bank now than there was a year ago, notwithstanding that the withdrawals during the year exceeded the deposits by $145,161.51.

Extensive repairs, alterations and improvements are to be made to the cold storage plant on Main street, recently taken over from the New Brunswick Cold Storage Company by the Canadian Pacific Railway.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—At the monthly sale of vacant Crown lands at the Crown Land Department on April 4, a lot of 100 acres at Allandale Settlement, York county, was bid in at $3.50 per acre. The upset price was $2 per acre. The other lots, including one of 368 acres east of Beaver Harbour, Charlotte county, were purchased at the upset price.

Lumbering.—The first bank logs to come down the St. John River this season

reached Springhill April 27. It is estimated that there will be about 10,000,000 feet of bank logs coming to Springhill, making a busier season than last year. The opening prices being paid by lumber buyers stationed there are $10 for battens and $13 for deal logs in spruce, while hemlock logs bring about $8.75 per thousand feet.

The annual meeting of the St. John River Log Driving Company was held at the Queen Hotel, Fredericton, on April 5. Messrs. William W. and George Aitken, of Fredericton, were awarded the contract for the Corporation Drive, at the advertised rates. The president, J. Fraser Gregory, stated there would be upwards of 100,000,000 feet of logs to drive this year, and that this would include 30,000,000 feet hung up last year, 17,000,000 of which was at Black River.

The wages paid to stream drivers are from $1.50 to $2.50 per day.

Nearly all the mills have started sawing for the season.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons and builders' labourers were quiet, but carpenters and joiners, painters and decorators, plumbers, gas and steamfitters were active. The metal and woodworking trades were active, with the exception of shingle weavers. Active to busy conditions prevailed in the other skilled trades and unskilled labour was well employed.

DISTRICT NOTES.

Richibucto.—Contracts for the repairing and extension of the Government wharf at this place have been awarded, and work thereon will commence at once. Contract price, $22,800.

Hillsboro.—The Albert Manufacturing Company has decided to rebuild the gypsum mill destroyed by fire in March. The plant will cost about $100,000. The Salisbury and Harvey Railway Company has decided to discontinue the operation of the twenty-mile section between Hillsboro and Albert, the former terminus, after May 1, owing to the damage by tides to the bridges over the aboideaus in that division.

NEWCASTLE, N.B., AND DISTRICT.

Mr. James Falconer, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The labour market at the present time is very dull, and the supply is much greater than the demand. There is little or no work at the present time. The only industries here are the lumber mills, and they will not start for at least two weeks. Of course, many are going to the lumber drives, but the weather is so cold that the water has not risen sufficiently to do much. April was a remarkably cold month. The ice is all broken up, but has not run out, as the wind is east all the time. There will probably be no change in the rates of wages this summer.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—It is going to be a very late spring. Farmers in general are beginning to take a much greater interest in the cultivation of the land, in having good seed, and in raising stock. Horses and cattle are becoming more valuable and it is impossible to buy a good team of horses to-day for less than $450. The price of cows now is double what it was a few years ago.

Fishing.—There is nothing being done at present, further than getting ready for the season's work.

Lumbering.—The prospects are fairly good if the drives all come out. Some of the mill owners are making ready to run their mills day and night, that is, twenty hours out of the twenty-four.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were practically idle. Carpenters and joiners were a little more active. Painters, decorators and paperhangers were busy. Steam engineers were busy getting the mills ready for sawing and getting the steamboats ready for the opening of navigation. Carriage builders were very active and the prospect better than for the last two years.

QUEBEC, QUE., AND DISTRICT.

Messrs. P. J. Jobin and E. Little, correspondents, reported as follows:—

GENERAL CONDITION OF LABOUR.

There has been some increase in the activity of labour during April as compared with March, and the outlook for the season is promising. Work was starting in the building trades, and painters especially were active. Navigation has opened, the first arrival being a coasting steamer on April 10. The date is considerably later than last year.

The free-employment bureau established by the Provincial Government was opened on April 18, with Mr. Felix Marois as superintendent, and Mr. A. Crowe as assistant superintendent.

A large number of watchmakers and jewellers have given notice that they will close their establishments at 7.00 p.m., except on Saturdays and the eves of holidays.

The sum of $4,000 was distributed by the Ross Rifle Company as a bonus among its employés. The recipients numbered thirty, the maximum bonus amounting to $525, and the minimum to $56.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The season is very backward, the snow being still in the fields at the end of the month.

Lumbering.—The men have returned from the woods. As the ice is still holding in the rivers, work on the drives has not begun.

Railway construction.—The demolition of the Champlain Market hall to make room for the new transcontinental and union station is about completed, and the work of construction will soon begin.

CONDITION OF PARTICULAR TRADES.

The building trades are well employed. The Customs House, which was destroyed by fire, will be rebuilt, the men being already at work clearing the ground. The metal and woodworking trades were active and busy. The printing and clothing trades were also active, with the exception of boot and shoe workers who were quiet. Ice-cutters, tanners, hotel and restaurant employés were dull. Transportation employés were busy, with the exception of ship-labourers and longshoremen who remained very inactive. The supply of unskilled labour continued to be in excess of the demand.

NAVIGATION NOTES.

The first coasting vessel to arrive here this season was the schooner *Velleda,* from the north shore, on April 9. The steamer *Aranmore* left here on the tenth instant, for ports on the north shore. Last year she left here on March 24. The steamers *Lady of Gaspé, Amethyst* and *Cascapedia* left here on the twenty-sixth instant, for Montreal, from which city they will commence their regular trips to the lower St. Lawrence and Gulf. Navigation to the sister city is nearly a month later than last year. The steamer *Royal George,* from Bristol, arrived in this port on the twenty-seventh instant. She is the first ocean steamer to arrive this season. The first ocean steamer last year, the steamer *Iona,* arrived here on April 25.

SHERBROOKE, QUE., AND DISTRICT.

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Owing to the season opening late, it was near the close of the month before there was any great demand for outside labour. Now that work has begun there is a big demand for unskilled labour, while the building trades have also started up with a good demand for men. As already mentioned, there are several large contracts which will keep all branches of the building trade busy until the close of the season. The E. & T. Fairbanks Company has already a portion of a large extension under way. This Company has secured a large order from the Montreal Harbour Commissioners for fourteen automatic grain weighing scales. They

will be placed in the new two-million-bushel elevator at Montreal Harbour. In order to carry out this order, a portion of which has to be finished by fall, it will be necessary to employ more hands, and to work overtime during the summer months. The new addition to be erected by this Company will be three stories high, and will be 80 by 90 feet.

The Sherbrooke Power & Railway Company began work on the extension of the railway system the last week in April. Over 200 men are employed, a day and night shift being employed. This extension work will take some time to complete, and more men will be taken on.

The inside trades are well employed, and the various machine shops are running full time, in one case a night shift being engaged.

Owing to the late opening of navigation, the railway employés have been kept busy both on the Grand Trunk Railway and Canadian Pacific Railway.

The wholesale and retail trades report business very good.

The City Council has given a grant of $2,000 towards the expenses of an industrial commissioner. This now gives an amount of $4,500 to be devoted for the purpose of advertising the city as an industrial centre. Negotiations are now under way with several concerns with a view to their establishing a branch in Sherbrooke.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were just beginning their spring work about the last of the month. Those who own "sugar bushes" have had a good return, for more than the average of sugar and syrup was made, notwithstanding the fact that the season was late in starting.

Lumbering.—There is a better demand for pulpwood this spring than for the past three years from American mills. A considerable quantity was cut during the winter. There are many thousands of cords lying at the various sidings ready for shipment. The large pulp mills at Brompton and East Angus had large forces of men employed in "driving" the logs down the various streams.

Manufacturing concerns are running full time, with plenty of orders ahead.

Railway construction.—The various railways have increased their staffs of track workers, in order to get the permanent way into proper shape, now the frost is out of the ground.

All other industries in Sherbrooke are fully employed, and there is no concern that is not running to full capacity.

CONDITION OF PARTICULAR TRADES.

The building trades were busy, and will be so for some time to come. Painters and paperhangers were very busy. Iron workers and machinists were busy, as also were electrical workers and linemen. The various branches of the woodworking trade were very busy. Printers, pressmen and bookbinders were busy. Journeymen tailors and garment workers had a busy month. Bakers and confectioners were active. Icemen were busy. All the miscellaneous trades were active. Railway men were busy during the month. Street railway, cabmen, &c., were active. Teamsters and expressmen were busy. Unskilled labour, towards end of month, was busy.

DISTRICT NOTES.

Beebe.—Granite-cutters are arriving here every day to supply the demand of the Stanstead Granite Company.

Richmond.—The Boston Last Company has been running nights.

Thetford Mines.—Messrs. Bennett and Martin of the new mine, recently acquired by the sale of the former Ward-Ross property, are making preparations for extensive mining operations during the ensuing summer. The Beaver Mine, of the Amalgamated Asbestos Company, commenced operations with about 100 men, preparatory to beginning work shortly with a full staff. The two mills of the King Mine have resumed work after being closed for the winter, with a staff of men arranging for a resumption of full work.

Lake Megantic.—The Arnold River Gold Mining Company, a newly incorporated gold mining company, at Wo-

burn, near the head of Lake Megantic, is preparing to start work this spring.

Castlebar.—The pulp mill at Nicolet Falls is running.

Graniteville.—With the breaking up of the severe weather, work is again being resumed at the quarries.

Kingsbury.—The box factory is kept very busy, the plant having to be run night and day to keep up with orders.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent reported as follows:—

GENERAL CONDITION OF LABOUR.

Conditions were more active in April, compared with the previous month, but the season was nearly three weeks later than usual. There was a fair demand of labour for construction. There was no special activity in factories or public works during April. Commercial activity showed an improvement over March, both in wholesale and retail circles. Rates of wages and hours of labour remained the same. No strikes or lockouts were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy only part of April, making maple syrup and sugar.

Fishing.—Very little fishing was done in April.

Lumbering.—Lumber firms are getting mills in working form for the sawing season and are expecting the logs soon. Most of their men are still in the bush.

Manufacturing.—All factories were running full time.

Railway construction.—There was no railway construction done in this district this month, but the Union Paper & Bag Company is rushing the construction of their pulp and paper mill at the Cap de la Madeleine, and The Wyagamack Pulp & Paper Company is doing the same on its mill at Baptist's Island.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were quiet. Carpenters and joiners, lathers and plasterers were fairly employed. Painters, decorators and paperhangers were busy. Plumbers, gas and steam fitters were fairly active. Stone-cutters were quiet, and builders' labourers were fairly employed. Iron moulders, iron workers and helpers, coremakers, machinists and engineers and all others in the metal trades were active. Blacksmiths, bicycle workers and horseshoers were also well employed. Woodworkers, upholsterers, varnishers and polishers, carriage and wagon makers and pattern makers were all active in April.

Printers, pressmen and bookbinders were fairly employed. Journeymen tailors, garment workers, glove makers, boot and shoe workers all report a good month. Bakers and confectioners, butchers and meat-cutters, cigar makers and tobacco workers were active, but ice-cutters and drivers were idle. Tanners and curriers were fairly active. Barbers were active, clerks and stenographers were busy. Delivery employés, and furriers were fairly employed. Hotel, restaurant and theatre employés and laundry workers were active. Freight and passenger traffic are both becoming more active. Navigation will open later this season, so there was no activity to report in the harbour for this month, but cab drivers, hackmen and carters made a good month. The demand for unskilled labour was fair and up to the average for this season of the year, and the supply was about equal to it.

DISTRICT NOTES.

There was special activity in construction at Shawinigan Falls and at the Cap de la Madeleine. The City Council of Grand Mère has voted a bonus to a new stove foundry.

SOREL, QUE., AND DISTRICT.

Mr. J. A. Chénevert, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Sorel has not for many years witnessed

so much activity as during the past month. Yards and shops were all in full operation. In several shops they had to work day and night. More than 900 men were employed in the government yards and shops, nearly 600 by the Richelieu & Ontario Navigation Company, and about 300 by the Sincennes-McNaughton Company. Many workmen also found employment with private companies or individuals. Several building permits have been issued and work commenced on several houses. Business was good. The wood and coal trade had a good month on account of the cold weather. There will be plenty of work for all trades during the summer, with wages ranging from $1.35 to $2.75 a day.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The meat market was strong and prices have come up a little. On the other hand, the price of farm produce has fallen. Eggs and butter were twenty per cent. cheaper; potatoes have gone up from 60 cents to 70 cents a bushel; hay sold at from $8 to $8.50. Farmers have come to town only once a week, on Saturdays, to sell their products, as the roads were not in good condition.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. Victor Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The condition of the labour market during April was not very active. The building trades were quiet, on account of the cold weather. Sash and door factories were busy enough to employ their full staffs. The shoe industry was quiet, the J. A. & M. Côté Company's plant having been closed for stock-taking early in the month, and the Ames-Holden establishment rushing work in hand in order to close down for repairs and the installation of new machinery in the addition built last winter. The other industries, with the exception of leather, were fairly active. The Augustin & Daudelin and O. Chalifoux & Son, Limited, Companies were merged during the month; the firm will be known as O. Chalifoux & Son, Limited, and besides manufacturing motors and farming implements will pay special attention to the class of implements used in Western Canada. It will build a shop 70 x 250 feet, in Ward 5, near the railway track.

The late spring has delayed city work considerably and deprived many workmen of their usual employment. Retail business was not very active. Wholesalers reported a quieter month than March. Banks reported an active month, with comparatively easy collections. There was no change in the hours of labour or rates of wages, and the relations between employers and employés were cordial.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work on the land has not yet been started, on account of the cold weather. Farm products sold well and at good prices. There was much activity among sugar-makers. The maple sugar crop will be large, but prices remain firm, 12 cents a pound for sugar and $1 per gallon for syrup of the best quality. Labour on the farm was quiet, and there was little new demand. Much hay has been shipped abroad; towards the end of the month bad roads interfered with hauling.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters and decorators, and paperhangers had a quiet month. Plumbers and steam and gas fitters were fairly well employed. Stone-cutters and builders' labourers were quiet. Iron moulders, iron workers and helpers, machinists, engineers, electrical workers, blacksmiths, boiler makers and horseshoers had an active month. Woodworkers, upholsterers, varnishers, woodcarvers, wagon makers and pattern makers were fairly well employed. Printers, pressmen, bookbinders had a fair month. Journeymen tailors and garment workers were well employed. Boot and shoe workers were very quiet. Bakers and confectioners, butchers and ice cut-

ters and handlers had a good month. Tanners and curriers and leather workers had a quiet month. Barbers, clerks, delivery employés, hotel and restaurant employés and laundry workers were active. Railway employés and the transport trades were well employed. Unskilled labour found little employment. There are many idle men at present, but work promises to be plentiful within a short time.

ST. JOHNS & IBERVILLE, QUE., AND DISTRICT.

Mr. A. D. Pepin, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The labour market during April was more active than in March. The demand early in the month somewhat exceeded the supply. Work was started on the free public bridge between St. John and Iberville; a number of men are employed, the contractor wishing to rush the work. New machinery was installed at the Trenton Potteries to accommodate the increased number of hands. Repairs were almost completed on the umbrella and hat factories which were damaged by fire in March. Sash and door factories were rushed with orders. Men in all the skilled trades were in demand. Business, wholesale and retail, was very satisfactory for the time of the year. Banks reported the month satisfactory. There was no trouble between employers and employés.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy. The demand for farm hands was large and the pay offered high.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, painters and decorators all reported an active month. Plumbers and steamfitters were very busy. Stone cutters and builders' labourers were active. Iron moulders and workers and helpers, coremakers, machinists and engineers were well employed. Electrical workers reported a good month. Blacksmiths, shipwrights, caulkers, tinsmiths, tool sharpeners, horseshoers and jewellers had a very good month. Printers, pressmen, electrotypers, bookbinders, steel and copper-plate printers and photo-engravers reported a busy month. Journeymen tailors and garment makers were well employed. Bakers and confectioners, butchers and meat-cutters, and tobacco workers had a good month. Tanners and curriers, leather workers and saddlers were well employed. Barbers, clerks, stenographers, delivery clerks, furriers, hotel, restaurant and theatre employés were active. Railway conductors, engineers, firemen, telegraphers, switchmen, trackmen, freight handlers and trainmen were well employed. Cab drivers, hackmen, carters, teamsters, expressmen and unskilled labourers were all active.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. J. F. Girard, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

There was not much change in the labour market from the preceding month, except that carpenters seemed to be very active. All the trades seemed busy, while the building trades, after a quiet winter, anticipate a very active season, as the permits issued last month were much more numerous and for greater values than at the same time last year. There was no sign of trouble between employers and employés. Carpenters and joiners, as well as painters and plasterers, have opened negotiations with the employers for an increase of wages.

CONDITION OF PARTICULAR TRADES.

The building trades were quiet, as is usual in April. Plumbers and decorators, however, were in demand. Electrical workers, stove mounters, blacksmiths and tinsmiths were in demand, the other metal

trades being well employed. The woodworking and furnishing trades were fairly busy, upholsterers and wagon makers being in demand. The printing, clothing and food and tobacco preparation trades were active. The leather trades had a fair month. The miscellaneous trades were active, with barbers, delivery employés and laundry workers in demand. The transport trades were fairly active. Unskilled labour was better employed than in March.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Although building operations were fairly active during the winter season up to the middle of April, the latter half of the month was remarkable for its exceptional activity and the large demand for skilled men in all the building trades. The building permits issued in March showed a large increase over those of the same month last year, as will appear from the following official statement:—

March, 1911—247 permits; value.....	$ 1,101,577
March, 1910—200 permits; value,.....	676,804
Increase for 1911.....	$ 424,773

Bank clearings for March totalled $146,576,212, as against $170,437,100 for March, 1910. The customs receipts at the Port of Montreal for the month of March showed an increase of a quarter of a million dollars over March, 1910. The figures were $1,569,394 in 1910 and $1,825,217 in 1911, or an increase of $255,623. For the fiscal year ending March 31, 1911, the customs receipts showed an increase of two million dollars over the same period last year. The following figures are for the last five years:—

1911.....	$ 18,329,199
1910.....	16,325,229
1909.....	12,935,098
1908.....	16,480,921
1907.....	11,433,595

The postal receipts for the fiscal year showed an increase of $355,101 over last year.

CONDITION OF LOCAL INDUSTRIES.

Manufacturing establishments in general were active, particularly sash and door factories.

CONDITION OF PARTICULAR TRADES.

All the various trades were from active to busy, with the exception of ship carpenters and caulkers, steamboat men, steamboat firemen and longshoremen, who were quiet. Unskilled labour found good employment in removing the snow and ice from the streets of the city.

HULL, QUE., AND DISTRICT.

Mr. E. E. Cinq-Mars, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The general condition of labour has been more active than in March. The demand for labour is keen. The mills supplied by the water from Chaudière Falls are working day and night, now that there is plenty of power. During part of March, these mills were reduced to half-time.

Outdoor building operations are not very active, but the opening of navigation has given work to some two hundred men from Hull and district.

The merchants from the whole district report favourably. Collections are better than last year. Some of the lumber camps have not yet been abandoned, as there is still plenty of snow in the bush, and the ice is solid on the lakes. All manufacturing concerns are working full time. Agricultural work is quiet; the farmers are waiting for warm weather.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The starting of several municipal works and an expansion of building operations increased the opportunities for employ-

ment in April over the previous month. The only quietness in labour circles prevailed among those depending on saw mills for work. Lumber manufacture was hampered by the late spring. At the end of April, 800 men were employed on city streets, water mains, sewers and such like, with plans for increasing the staff fifty per cent. next month. The lowest wage paid these corporation men is $1.98 per day, or 18 cents more than last year. It is estimated $500,000 will be spent in civic works during the summer. The record of building permits for April is expected to compare favourably with the corresponding month of last year. March, 1911, yielded $134,475 in building permits, as to $219,350 in March, 1910. Under an agreement signed in 1909, bricklayers and stonemasons receive 2 cents an hour more than last year. An agreement of 1910 gives sheet metal workers an increase of 5 cents (in force since January1), and about half the painters and paperhangers have received an advance in pay ranging from 2 to 5 cents per hour. A request for increases for carpenters and plasterers' labourers is under consideration.

Wholesale and retail trade had a good month. Real estate transactions were numerous and three or four of the best known merchants moved into new quarters in preparation for larger business. The growth of the city's trade during the fiscal year ending March 31 was reflected by an increase of twelve per cent. in the customs receipts which totalled $1,268,-047 for the 1910–11 term. The Ottawa bank clearings declined slightly, as shown by this comparative weekly statement:—

April, 1910.....	$4,723,651	April, 1911...	$4,341,366
"	3,853,275	" ...	4,262,631
"	4,318,934	" ...	3,661,445
"	3,691,047	" ...	3,937,225
Total.....	$16,586,907		$16,202,667

The Geo. M. Mason Lumber Company has purchased a site for a branch lumber mill on the Britannia electric railway. McFarlane & Douglas, Limited, announce they will erect a new factory for making fire-proof doors and windows. The campaign of the civic publicity bureau has brought many representatives of manufacturing firms to Ottawa to look over sites.

The City Corporation granted an increase of 25 cents per day to about thirty pipe-layers who were receiving from $2.25 to $2.50 per day. The master painters' association and some small contractors outside it advanced wages for painters and paperhangers whose wages ranged from 25 to 33 cents per hour. It is reported that each workman was dealt with individually and that approximately 100 were raised 2, 3 or 5 cents per hour.

A strike of the tailors in a local shop affecting ten employés, occurred on March 27 and was settled on April 7. The employer had dismissed a girl belonging to the union, alleging that she was incompetent. The union claimed the employer wanted to get work done at lower cost. The girl was reinstated. The strike of twelve stage hands which occurred on March 6 is still in progress.

The C. W. Lindsay Company, piano store owners, gave a bonus to each of their employés who had been with them from March 1, 1910, as a result of a satisfactory year's business.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm work was delayed by the late spring, but the last week of April promised marked improvement. Consumption of fodder will be much larger than last season, owing to the backward state of pastures. Horticultural work is progressing favourably. The offerings of pork and beef from local farmers declined toward the end of the month. Beef produced in the Ottawa valley sells from $2.50 to $3.50 less than that brought from Western Ontario. Ottawa market quotations at the end of April were:—Pork, $9 to $11 per cwt.; Beef, $7 to $10 per cwt.; Veal fronts, 4 cents to 9 cents per lb.; and hinds, 6 cents to 9 cents per lb. Chickens and turkeys, 20 cents to 22 cents per lb.; potatoes, $1.10 per bag; parsnips, 75 cents to $1 per bag; Beets, 50 cents to 75 cents per bag; Butter, 22 cents to 25 cents per lb.; Eggs, 18 cents to 20 cents per doz.

Lumbering.—Saw mills were prevented from starting by ice on the rivers. The

log drive is delayed by the same condition. The pulp and paper industry, which was hampered during February and March by low water, was relieved by a rise in the Ottawa river.

CONDITION OF PARTICULAR TRADES.

Several of the building trades were not so actively employed as during April last year. This was apparently due to the late break-up. There was, however, an exceptionally brisk demand for painters. Next to them, bricklayers were busiest. Carpenters and joiners were fairly well occupied, and there were several isolated instances of increased wages among them. The season's outlook promises steady employment and absence of labour disputes in the building trades generally. Iron workers, etc., were given considerable work on repair work for mills soon to open. Woodworking trades were very busy on fittings for the interior of shops and dwellings. The Ottawa Electric Railway Company received a large number of new cars from a local shop. Carriage makers were actively employed. Printing and allied trades are, as usual, well employed. Coat makers are in demand, and other branches of the clothing trades are busily engaged. Normal conditions prevail among the food preparation trades. Civic authorities demand extra caution in handling ice, meats, milk, &c., owing to a typhoid epidemic just passed. Clerks, theatre hands and laundry workers are well employed. All branches of railway work are active. Unskilled labour promises to be scarce during the summer.

KINGSTON, ONT., AND DISTRICT.

Mr. William Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

During the month of April labour generally was very active, all the industries being well employed. The continued warm weather had the effcet of breaking up the river, in consequence of which came the opening of navigation, which was delayed by the late spring.

An exceptionally busy season is anticipated in civic work, the corporation having begun the construction of 2½ miles of macadam roads, the top-dressing of 1 mile of asphalt, the laying of five blocks of permanent pavement, together with new concrete walks. Contracts to the amount of $4,300 were let by the congregation of Chalmers Church for redecorating and refinishing. The Kingston & Pembroke Railway Company has started the season's work, giving employment to a large number of men, the work being chiefly that of painting station buildings.

The event of the month in the shipbuilding industry was the launching of the first vessel built by the Kingston Shipbuilding Company. The incident was the occasion for a large gathering of citizens. The opening of this shipbuilding plant will give employment to a considerable number of skilled and unskilled workmen. The plant of the Ontario Exploration Company was moved to Collins Bay, and the head office of the Company has been moved to Kingston from New York.

A resolution condemning the employment of "short-course men" at the Central Prison in the erection of buildings,as being detrimental to the interests of labour was drawn up for presentation to the Premier of Ontario.

No changes in rates of wages or hours of labour, and no strikes or lockouts occurred during the month.

CONDITION OF LOCAL INDUSTRIES.

Farmers, fishermen, lumbermen, manufacturers, miners, and those engaged in railway construction reported an active month.

CONDITION OF PARTICULAR TRADES.

The building, metal, shipbuilding, woodworking, printing, clothing and other skilled trades reported an active month.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. J. Arthur Sharp, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour generally has been well em-

ployed. Building operations were rapidly increasing in activity, and the year promises to be prosperous. Manufacturing industries were very active, a number of factories having to work overtime. Labourers were in good demand during the latter part of the month, and from now on work will be plentiful in nearly all trades. The contracts have been let for the new Murray Street Church, and the contractors have started to put in the foundation. Work has commenced on the erection of the factory for the Bonner Worth Worsted Yarn Company. The Canadian Canoe Company will build a new structure, about 32 x 114; it will be three stories high, with a basement and storehouse, 48 x 80, with lumber shed 20 x 114. A new home for the Protestant poor will be built this summer. The board of works has contracted for 4,000 barrels of cement, and will build about 5 miles of granolithic walks. A new navigation company has been organized here, viz., the Peterborough & Lake Simcoe Navigation Company. It has a fleet of six steamers to operate on the waters of Lake Simcoe and the intermediate lakes and rivers to Rice Lake. The question of cheap power for Peterborough is engaging the attention of the Industrial Commissioner and the City Council. There are two or more propositions to be considered, viz., the hydro-electric power, under Government auspices; the purchase of the Lakefield dam and the purchase of power on the river Trent, at Healey's Falls and other points. The pattern makers at the Canadian General Electric Company are out on strike for an increase of pay.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy seeding. Fall wheat in this locality is said to have wintered well. There was a good demand for farm labourers.

Lumbering and *manufacturing* were active.

CONDITION OF PARTICULAR TRADES.

The building trades were unusually active for this time of the year. Iron moulders and core makers had a busy month. Machinists and electrical workers were active. The printing and allied trades were active. Journeymen tailors and garment workers very busy. Bakers and confectioners, butchers and meat-cutters were active. Leather workers were fairly well employed. Textile workers were active. Railway and street railway employés were active. Teamsters and expressmen were busy. Unskilled labour was fairly well employed.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

April was an active month in most lines of industry, with a marked improvement in general business. Extensive building operations and civic contracts have absorbed most of the surplus unskilled labour. The prospects for a busy season are good, except for a threatened strike by the members of the Bridge & Structural Iron Workers' Union, who have demanded an increase of wages from 35 to 40 cents per hour for the men engaged in steel construction work. Other difference, which it was thought might result in strikes, have been amicably settled.

Permits for new buildings issued by the City Architect's department in March represented an approximate value of $2,210,770, as compared with permits to the value of $1,683,165 in March, 1910. For the three months ending with March, 1,085 permits, of the approximate value of $3,638,940, were issued, as against 782 permits, representing a value of $3,125,693, for the corresponding months of 1910.

The receipts of the Street Railway Company for March were $372,945, of which the City's percentage was $55,941, as against $343,541 in March, 1910, of which the City received $51,531.

The Toronto Typographical Union has adopted a resolution favouring the organization of typographical unions throughout Ontario into a provincial conference similar to those existing in several of the United States. Circulars have been sent

to the other unions to obtain an expression of opinion from them.

The Bank of Toronto is erecting a bank building on the south-west corner of King and Bay streets, to cost $1,000,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been very busy with spring sowing, for which the land was generally in good condition. A large area has been sown with alfalfa, which is coming more into favour in this locality. The fall wheat is generally backward, owing to the cold weather of the earlier part of the month, but with favourable weather promises to be a good crop. The trade in live stock has been active, and farmers have realized good prices on horses, cattle and hogs. The Milk Producers' Association, at a meeting held on the first, fixed the wholesale rate of milk for the summer months at $1.25 per eight-gallon can—an increase of 10 cents over last year's rate.

Manufacturing. — Active conditions prevailed in most lines of manufacturing industry, with orders coming in well. Numerous new plants and extensions are being erected or are in contemplation. Brigdens, Limited, will build a large engraving and printing plant on Richmond street, west. It will consist of five stories and basement, and cost $50,000. Conduits, Limited, will build an 80 x 150 feet addition to the factory on the Don Esplanade. The Reinhardt Brewery Company has given out contracts for a new brewery on the corner of Mark street and Don Esplanade, four stories in height, to cost $75,000. The Toronto Furniture Company is putting up a three-story factory, to cost $70,000. The R. S. Williams Company will erect a ten-story building at 145 Yonge street during the summer. It will cost about $70,000, and a portion of it will be occupied by the firm as a piano salesroom and warerooms.

CONDITION OF PARTICULAR TRADES.

The building trades were generally active, with few out of work, except immigrants who are coming in in large numbers. The union carpenters, who demanded an increase of the minimum pay from 35 cents to 40 cents per hour, have accepted 37 cents. The men employed in steel construction work have asked for an increase from 35 to 40 cents per hour, which has been refused by the employers. The iron trades were better employed than in March. Blacksmiths, boilermakers, sheet metal workers and electrical workers had steady work. Moulders, machinists and structural steel workers were fair. Brass workers, jewellers and silversmiths were active. Piano workers and wood workers had a good month. Printers, bookbinders, lithographers, stereotypers and pressmen were well employed. Custom tailors were active. Garment workers were fairly well employed, but not so busy as in March. The other departments of the clothing trade had steady work. Bakers, butchers, brewers and cigar makers were well employed. Harness and leather workers were active. Hotel and restaurant employés, barbers and laundry workers had continuous employment. Railway and street railway men were active. With the opining of navigation, some sailors, longshoremen and others were finding employment, with every prospect of an active season. Unskilled labour was generally well employed, except some recent arrivals.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Spring weather came late, but April saw a general revival in many trades, and conditions, on the whole, were satisfactory. Work to the extent of $40,000 was contracted for under the Queen Victoria Park Commission, and further items remain for consideration. Operations under contracts let last year were resumed and employment was given to many labourers, teamsters and some skilled labour. The E. J. Von Gal Hat Company commenced the erection of a large addition to its factory. Commercial interests reported satisfatory conditions.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agricultural operations were brisk. Seeding was late this season. The acreage devoted to raising vegetables for canning factories will be greater than ever before.

Manufacturing.—Nearly all concerns reported heavy business.

Railway construction and employment.—General railway employment was good. Track improvements on a large scale continued to employ many men in the district.

CONDITION OF PARTICULAR TRADES.

The outlook in the building trades was good, but up to a late period in the month bricklayers, masons, plasterers and lathers were still quiet. Carpenters were more active. Painters were very busy, plumbers active and builders' labourers dull. Iron workers were generally active, though some foundry and machine shop men reported a slackening of employment. The railway switch and frog plant was busy. Electrical workers were more active, with linemen busy. Journeymen tailors and hat makers were busy. The neckwear factory advertised for girls. Office and salespeople were quiet. The summer hotels and restaurants were engaging employés for the season. Some will open in May. Laundry workers were busy. Railway freight traffic was not so heavy as in March. Passenger business was steady. The opening of navigation was delayed by heavy ice-fields in the lakes. Teamsters were busy. Unskilled labour was fairly well employed.

DISTRICT NOTES.

Pelham.—The usual large forces of men commenced the season's work in the nurseries. About a hundred labourers were brought direct from England and Scotland.

Bridgeburg.—The number of employés at the Canada Foundry Company's plant was increased. The Grand Trunk Railway Company relaid its line from this place to Brantford, with 100-pound rails.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. James A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

A marked increase of activity in the labour market for April was noticeable. All lines of industry were active to busy, with rush conditions in some. The Steel & Radiator Company's first building will be 120 x 240 feet, of concrete and brick, with steel frame, costing $100,000; it will employ several hundred men to start with. Ultimately, nearly 1,000 men will be employed. The firm has secured thirty acres of land from the City. The Yale & Towne Lock Company will employ 200 men to start with and increase the plant and staff of employés with all possible speed. The first buildings will cost $50,000. These two companies, bringing as they will operatives with them, will increase the scarcity of houses for mechanics. This, in turn, has started a rush in building operations. Many new houses will be built this season. The prospects are for a very busy season in all lines of industry. Real estate transfers are very active, with a considerable advance in prices.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—There will be a considerable advance in the prices paid by the canning factories for fruits this season. Tomatoes are being contracted for at 27½ to 30 cents per bushel, as compared with 25 cents last year; raspberries at $2 to $2.10 a crate, as compared with $1.68 last year; strawberries at $1.10 a crate, compared with 96 cents last year; and lawtons at $2 a crate, compared with $1.70 last year. The Simcoe Canning factory has already contracted for 150 acres of tomatoes. It is estimated that there will be nearly 1,000 acres in tomatoes in the central Niagara district, representing 3,000,000 plants, probably one million more than in any previous year. The output of the canning factories for the season is estimated at twenty million cans of fruit.

Manufacturing.—All mills and factories are busy. Navigation opened April 17. Several vessels have passed through the Welland canal during the month. The number compares favourably with that for the same time last year.

CONDITION OF PARTICULAR TRADES.

The building trades were all busy. All branches of the metal and engineering trades were active to busy. The woodworking and furnishing trades were busy. The printing and allied trades were all busy. Journeymen tailors and boot and shoe workers were busy. Food and tobacco preparation workers were active. The leather trades were busy. Barbers, clerks, stenographers, delivery employés, furriers, hotel and restaurant employés and laundry workers were active. All lines of transportation were active to busy, with the volume of trade satisfactory. Unskilled labour was active, supply and demand being about equal.

DISTRICT NOTES.

Port Dalhousie.—Labour was well employed.

Merritton.—All mills and factories were in full operation, with conditions of employment good.

Thorold.—The labour market was active. A new public library will be built this season, costing $10,000. Several streets will be paved or macadamized.

Grimsby will have a building boom this season. Robinson & Werner advertised for fifty carpenters and have secured thirty.

Ridgeville.—A new canning factory is to be constructed for A. W. Crowe. The factory will cover six acres of land. Mr. Crowe has contracted for nearly all the fruits and vegetables in Thelm township.

HAMILTON, ONT., AND DISTRICT.

Mr. William T. Cooper, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The general condition of labour during April was more favourable than the previous month in many lines of trade, especially the building and other outside lines. The City's outside work is progressing rapidly, and a larger force of men is now at work than were employed at any time during last year. While plenty of men are available, the City is having considerable difficulty in securing teams. About $30,000 worth of road work will be done as soon as possible. The City has ordered a double-cylinder combination eighty horse power chemical and hose auto apparatus, at a cost of $7,850. Contractors are complaining of a shortage of building stone. From the first of the year to April 26 inclusive, building permits were issued for 298 brick houses, and 131 frame houses, an increase of 102 in the number of brick, and sixty-three in the number of frame houses, over the corresponding period of a year ago. The value of the permits also shows a great advance. The number of permits was 327, an increase of seventy-four. The total value was $1,063,750, an increase of $364,685. Bank clearings for the four weeks ending April 1, 8, 15,. 22, as compared with those of the same weeks last year were:—

1911.....	1,829,416	1910.....	1,741,816
"	3,158,958	"	1,828,958
"	2,135,735	"	1,848,200
"	2,475,965	"	1,998,965

Customs collections for the fiscal year 1909–10 were $1,816,060.50, and for the year 1910–1911, $2,142,476.42, an increase of $326,415.92. Retail and wholesale business during the month has been fairly good. The wages of the men who will be employed by the City in its municipal garbage collection will be $2 per day. It is proposed to establish a British labour bureau here in connection with the British Welcome League.

The early closing movement among the large stores is steadily gaining ground. The Trades and Labour Council has adopted a resolution highly commending the merchants who are closing their stores early Saturday evenings, and is doing everything in its power to make the "shop-early" habit universal.

Steps are being taken by several Hamilton ladies to form a guild for the purpose of bringing servant girls to this country from Great Britain.

The Board of Education has decided that when teachers are away for more than twenty-one days in one year, on account of personal illness, they must pay for monitors. The Moulders' Union has been re-affiliated with the Trades and Labour Council. The Hamilton Labour Directory for 1911 has been printed and circulated by the local broom makers' union.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are busy plowing and seeding. Fruit-growers are busy with hot-bed crops. There is still a scarcity of farm help in this vicinity.

Manufacturing.—The Dominion Axminster Company will remove its carpet branch to Toronto and will extend its plant here and use it for the manufacture of cotton alone. The Riordon Plating Company is moving to new quarters on Park street, where it is adding several new branches. The Regal Shirt Company has added 25,000 square feet of floor space to its plant to enable it to install new machinery. The Westinghouse Company has taken out a permit for a brick extension to its foundry building, 112 x 208 feet. A permit has been taken out for the new assembly building for the Oliver Plow Company. The structure will be 92 x 370 feet, three stories high, and will cost $200,000. The Lyons Tailoring Company will erect a large four-story building on James street north. A Boston laundry firm has decided to establish a branch here.

Railway construction and employment.—The Grand Trunk Railway Company and Toronto, Hamilton & Buffalo Railway Company have increased the excursion rates from Hamilton to Detroit from $2.40 to $2.70; to Buffalo, from $1.25 to $1.40; and from Hamilton to Niagara Falls, from 75 cents to $1. A Toronto syndicate is anxious to build an electric railway from Galt to Hamilton, providing it could enter the city on one of the existing electric lines. An extension of the line to Toronto is also contemplated. Most of the right-of-way has been purchased for the Guelph Junction railway. It is stated that the Grimsby Beach Company has purchased a side-wheel boat for service between Hamilton, GrimsbyBeach and Toronto.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons have been handicapped by a scarcity of lime and stone, otherwise they would have had steady work. Carpenters and lathers and plasterers were fairly busy. Plumbers and gas fitters were very quiet. Iron moulders and electrical workers were fairly active. Sheet metal workers and horseshoers had a good month. Stove mounters were quiet, Jewellers and silversmiths were fairly active. Carriage and wagon makers had plenty of work. Patternmakers found steady employment. The printing and allied trades had steady employment. Journeymen tailors and garment workers had a good month. Boot and shoe workers were fairly well employed. Bakers and confectioners, butchers, cigar makers and tobacco workers had a good month. Leather workers were well employed. Barbers and broom makers had plenty of work. Musicians had a fair month. Railway conductors had a good month; those working on the Toronto, Hamilton & Buffalo Railway were exceptionally busy. Street railway employés had steady work. Unskilled labour was more active than in the previous month. The supply is equal to the demand.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour generally was well employed toward the close of the month. The building season opened with a rush, and from present indications many private houses will be erected this season. Vacant houses were quickly taken, and rents showed a tendency to rise. The iron trades were particularly busy, practically all the factories running on Good Friday.

Factory extensions are still a necessity; large additions are being made in several cases. The customs collections during the fiscal year amounted to $496,329.74, or an increase over the previous year of $129,635. Merchants had an active month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers and market gardeners were very busy toward the close of the month.

Manufacturing.—Manufacturers were busy, and prospects are bright.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons had some employment towards the close of the month. Carpenters and joiners, lathers and plasterers were active. Painters, decorators, paperhangers and plumbers were very busy. Gas and steam fitters were busy. Iron moulders, coremakers, machinists and engineers, metal polishers, buffers and platers, blacksmiths and boilermakers were very busy. Electrical workers, linemen, stove mounters, sheet metal workers and horseshoers were from active to busy. Woodworkers, carriage and wagon makers and pattern makers were very busy. Coopers were active. The printing and allied trades were busy. Tailors and tailoresses and shoe workers were very busy. Bakers and confectioners were busy. Cigar makers and tobacco workers were active. Leather workers and saddlers were busy. Barbers, clerks, delivery employés, hotel and restaurant employés were steadily employed. Laundry workers were busy. Railway trackmen were active. Freight handlers were busy. Street railway employés were actively engaged. Teamsters and draymen were busy. Unskilled labour was fairly well employed, and toward the close of the month was fully employed.

DISTRICT NOTES.

Paris.—Labour was well employed. The mills and factories were busy.

GUELPH, ONT., AND DISTRICT.

Mr. Wm. Drever, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Increasing activity prevailed in the labour market with the advance of spring. Building operations are increasing in volume with an unusually busy season ahead, several large contracts being in sight, in addition to a number of residential contracts for which permits have been issued. Contracts have been let for four new structures in connection with the Homewood Sanitarium, the estimated cost to be $175,000. Work on the new Grand Trunk Railway station is being pushed ahead rapidly. Much activity is forecasted in connection with civic undertakings, the City Council having decided to erect two new cement bridges and to complete the sewerage beds in addition to a large amount of sewerage extension work and the paving of several streets. A new county jail and jailor's residence will be erected at a cost of about $25,000, the City to pay forty-five per cent. of the cost. The young men of the city raised nearly $70,000 in a vigorous six-days campaign for money to be spent in the building, equipping and furnishing of a Young Men's Christian Association building.

The customs receipts for the year ending March 31, 1910, were $211,992.60, and for the year ending March 31, 1911, $224,107.28, an increase of $12,114.29. For the month of March, 1910, the receipts were $26,405.27, and for March, 1911, $20,997.92, showing a decrease for March, 1911, of $5,407.35.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers report a very busy month with seeding now well advanced. Fall wheat has wintered well in most localities. The annual spring horse show held in the Winter Fair building proved successful in every way. Entries for all classes were well filled, and a large crowd was in attendance.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons and carpenters report a good month, with good prospects ahead. Lathers and plasterers were only fairly active, new work not being far advanced. Painters, decorators and paperhangers were very busy, with plumbers, gas and steam fitters fair. Builders' labourers were busy, also iron moulders, coremakers and helpers. Machinists, electrical workers and linemen had a good month. Stove mounters, blacksmiths and horseshoers, piano and organ workers and sewing machine makers reported a good month; also sash and door and carriage makers. Printers and allied tradesmen reported trade fair. Journeymen tailors, garment workers, boot and shoe workers, textile workers had a fair month. Carters, teamsters and draymen were well employed. Unskilled labour had a good month, with supply and demand about equal.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour generally was well employed during April, especially in the factories. In the building trades, the outlook is favourable for an active season. During the month there were forty buliding permits issued, the total value of which amounted to $77,995. Among the buildings to be erected are two for the Long Tanning Company, one to cost $12,000, and another $15,000, and an addition to the factory of the Berlin Interior Hardwood Company. Business, wholesale and retail, was very good. The month passed without any strikes or lockouts. The employés of the breweries in Berlin and Waterloo received a new schedule of wages, same to remain in force for a period of two years.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agriculturists have been busy preparing the land for spring seeding, though as yet little seeding has been done. Good prices for market produce were maintained.

Lumbering.—Conditions throughout this industry were very active, one sawmill having completed its season's sawing by the close of the month.

Manufacturing.—Manufacturers were very busy; many of the industries worked overtime.

Railway construction.—Quietness prevailed.

CONDITION OF PARTICULAR TRADES.

The building trades were very active. Metal and woodworking trades were also well employed towards the latter part of the month. In the printing and clothing trades activity prevailed. Conditions in the leather, miscellaneous and among transportation employés and unskilled labour were very good. Among all the trades a season of activity is expected.

WOODSTOCK, ONT., AND DISTRICT.

Mr. J. Markey, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Reports received from manufacturers, business people and workingmen continued satisfactory, and the prospects are excellent. Most of the factories were working full time. Business in general was good. The customs returns for the year ending March 31 showed an increase of $27,943 over the previous year. The figures were: For 1910, $70,256.42; for 1911, $98,199.46.

There is apparently plenty of employment for everyone; indeed, there is beginning to be more complaint about the scarcity of labour, both skilled and unskilled. There is something of a movement from the city to the West, and into the country. Up to the present, the influx has about balanced the outflow, but some of the manufacturers are beginning to talk about the scarcity of help. The complaint is heard, too, of the difficulty of securing apprentices to learn trades. Some manufacturers are of opinion that technical education would serve a very

useful purpose if it did nothing more than encourage a taste for learning a trade. The building season is opening slowly. There promises to be a fair amount of work to be done.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters and joiners, lathers and plasterers are just beginning the building season. The prospect is fairly good. Painters, decorators and paperhangers were quite busy. Stone-cutters were regularly employed. There may be a scarcity of builders' labourers. Iron workers, moulders and helpers were regularly employed. Machinists and blacksmiths were busy. Woodworkers, upholsterers, varnishers, polishers and wood carvers were busy. Printers and pressmen were busy. There was demand for hand compositors. Tailors and garment makers were busy. Bakers, confectioners, butchers, cigar makers were all regularly employed, as well as tanners. There was some demand for unskilled labour at the factories.

STRATFORD, ONT., AND DISTRICT.

Mr. Joseph T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The month of April was a busy one, especially among factory workers. The activity of the industrial establishments exceeded that of the corresponding month of last year. Other labour was well employed. Building permits to the value of $8,610 were issued during the preceding month, an increase of $2,300 over the same month of 1910. Contractors claim the season will be very active in the building line. The Grand Trunk Railway shopmen started the first day of the month on longer hours; they work from seven to six o'clock, except Saturdays they quit at twelve, making a total of fifty-five hours a week, five hours a week more than they have been working during the winter season.

Wholesale and retail merchants report trade active. The customs returns for March amounted to $19,180.89, compared with $16,742.67, for the corresponding month of last year.

There is quite a scarcity of girl help and of boys for apprenticeship. No labour unrest occurred during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy the latter part of the month seeding. Market prices are:—

Butter, 22 to 24 cts. per lb.
Eggs, 16 cts. a dozen.
Potatoes, 80 to 85 cts. a bag.
Wheat, 80 cts. a bushel.
Oats, 35 cts. a bushel.
Barley, 48 to 50 cts. a bushel.
Peas, 65 to 70 cts. a bush.
Flour, $2.60 per cwt.

Manufacturing.—All establishments were busy.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers and plasterers have been fairly well employed the latter part of the month. Painters and paperhangers were busy. Plumbers and gas fitters were active. Iron moulders, workers and helpers were active. Machinists, engineers and linemen were busy. Blacksmiths and boilermakers had steady work. Horseshoers have raised their prices: horseshoes from size 5 to 7 will cost 40 cents instead of 35. It will cost 60 cents, instead of 50 cents, to have a wagon-tire put on. The advance went into effect on April 1. Woodworkers, upholsterers, varnishers and wood carvers were active. Carriage and wagon makers were busy. Coopers were busy, and stave factory workers are doing a good trade. Printers were steadily employed. Journeymen tailors and factory workers were busy. Bakers, confectioners and butchers were active. Cigar makers were busy. Harness makers and leather workers were busy. Barbers, clerks and delivery employés were active. Hotel, restaurant and laundry workers were busy. Railway conductors, engineers, firemen and trackmen had plenty of work. Freight handlers were busy. Cab-drivers, draymen and teamsters are doing a good trade. Unskilled labour was fairly well employed.

DISTRICT NOTES.

St. Mary's.—The Thames Quarry Company have installed a new stone-crushing plant. The plant will have a capacity of from 800 tons to 1,000 tons of stone per day.

Mitchell.—The factories and foundries are very busy. One foundry has added thirty men to its staff. A large gang of men has secured work with the Hydro-Electric Commission. The contract is let for the new post and customs offices. The building will have a frontage of 50 feet and a depth of 40 feet, with basement.

LONDON, ONT., AND DISTRICT.

Mr. Alex. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Conditions among the workers show a decided improvement over last month, and idle men are scarce. In some lines there is a demand. Already the shortage of female help is being felt, and a number of factories are advertising for this class. In the building lines more permits have been taken out than for the corresponding month last year, and the Canadian Pacific Railway Company has just let the contracts for a $75,000 round house. Two new industries have received charters, and are to commence business immediately: the Holeproof Hosiery Company of Canada, Limited, capitalized at $50,000, an offshoot of a large firm in Milwaukee, Wis., of the same name; they are to manufacture all kinds of knit goods, stockings, underwear, &c.; and W. J. Reid & Son, Automobiles, Limited, capitalized at $100,000. The McClary Company is building another large storehouse. The London Bolt & Hinge Works are exceptionally busy, working two nights a week overtime. The brickyards are taking on help. Several of the yards have about exhausted their supply from last year.

The City this year will clean the pavements by day labour, instead of contract. The exodus to the West from this district continues very heavy. A large number of empty houses continue in evidence.

A new sick benefit society known as The London Sick and Accident Benefit Association has been formed here, including employés from twenty-two of the leading factories. For 50 cents a month members receive $5 per week for fifteen weeks, and $2.50 for a further ten weeks sick benefit; and for 25 cents a month they receive half the above benefits; also a free doctor and medicine.

CONDITION OF PARTICULAR TRADES.

Bricklayers are all at work again. Carpenters are busy. Lathers and plasterers are doing a little. Painters and paperhangers are very busy. Plumbers and builders' labourers are busy. Moulders are extra busy. Iron workers are busy. Electrical workers and linemen are exceptionally busy, and are in demand. Metal polishers, brass workers, stove mounters, woodworkers, carriage and wagon workers and coopers are busy. Printers and pressmen are very busy, overtime being worked. Journeymen tailors are very busy. Garment workers report trade improving. Boot and shoe workers are busy. Bakers and confectioners, in the two large factories here, are very busy. Cigar makers, tanners and curriers and broom-makers report trade good. Railway train crews also report business good. Ballast trains are being sent out both on the Canadian Pacific Railway and Grand Trunk Railway lines. Teamsters are very busy. Unskilled labour had a good month.

ST. THOMAS, ONT., AND DISTRICT.

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Building operations are now very active in this city and district, and skilled and unskilled labour are well employed. During April traffic has been heavy on the railways, and regular men were busy. The fair weather made possible the hauling of heavier trains, and spare men were not so well employed.

In the railway shops, conditions were better than during the preceding month. Michigan Central Railway Company machinists have been granted an increase in pay from 31½ cents to 34½ cents per hour. This increase means more to Canadian workmen employed on the Michigan Central Railway than it does to the American workmen, inasmuch as Canadians were being paid a lower rate than was being paid to American machinists. Standardization, therefore, gives Canadians a greater increase. The schedule is to be retroactive, to date from February 1.

The merchants' delivery system has been inaugurated in this city, and merchants who employ the new system are well satisfied with the first month's results. Four deliveries per day are made to all sections of the city.

A co-operative grocery store has been opened by members of the Co-operative Union of Canada, and those in charge claim that the patronage has been satisfactory to date. Shareholders may hold from one to five shares of $5 each. Five per cent. is guaranteed shareholders on money invested. After deduction of running expenses shareholders and customers will receive a percentage of whatever profits accrue, to be computed on the dollar value of stock held, or amount of purchases by customers. The no-credit system is to be strictly adhered to.

Civic firemen were granted a slight increase in salary, taking effect April 1. This increase affects night, day and call men. A petition has been presented to the City Council asking for an early-closing by-law. The petition is said to be well signed, but no action has been taken by the Council to date.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers in this district are late in starting spring work, on account of the cold weather. Vegetation will be backward, but this is lookedupon as a preventative against injury by late frosts.

Manufacturing.—Conditions were normal in manufacturing estabishments.

CONDITION OF PARTICULAR TRADES.

The building trades were well employed during April. Railway shop machinists, boilermakers and metal workers were busy. Printers were fairly well employed. Journeymen tailors and garment workers were busy. Trainmen employed on the different railways in the city report a full month. Unskilled labour was better employed during April than during the preceding month, and the prospects are that from now on there will be a steady demand for this class of labour.

CHATHAM, ONT., AND DISTRICT.

Mr. Alex. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The general conditions of the labour market for April were far better than in the preceding month. The building trades have been well employed. There was a demand for good mechanics, especially carpenters and woodworking machine hands. The International Harvester Company is advertising for all classes of skilled mechanics and has at the present month 285 on the pay-roll. The Wolverine Brass Company reported the need of skilled men and purposes adding a large number to the present large staff. The carriage and wagon factories were working to their full capacity. The Chaplin Wheel Company was working over time. The Defiance Iron Works reported a large number of orders in excess of the corresponding month of 1910. The probabilities are that wages in all classes of the building trades will be advanced as soon as work is fairly under way. Merchants report the month's trade very good. Wholesale trade was brisk. The City board of works employed a large number of men during the greater part of the month, and all labourers had ample employment. No strikes or lock-outs were reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to the backward spring, farmers are far behind with

spring work, and find it had to secure sufficient experienced farm hands to carry on their work.

Railway Construction and Employment.—The Chatham, Wallaceburg & Lake Erie Electric Railway Company were surveying for the purpose of extending the line to Blenheim, and had a large number of men employed improving the roadbed.

CONDITION OF PARTICULAR TRADES.

Bricklayers and plasterers showed a slight improvement. Carpenters and joiners, painters and paperhangers were exceedingly busy. Plumbers and builders' labourers were busy. Machinists and engineers, electrical workers, linemen, polishers and brass workers were active. Boilermakers, sheet metal workers, horseshoers were fairly busy. Woodworkers, carriage and wagon makers were very busy. The various branches of the printing trades reported a fairly good month. Journeymen tailors and garment workers had a fair month. Bakers and confectioners and cigar and tobacco workers also had a very fair trade. Barbers, clerks, delivery employés and laundry workers were busy. Street railway employés, cab-drivers, carters and draymen, teamsters and expressmen were well employed. Unskilled labour was well employed.

DISTRICT NOTES.

Unusual activity prevails in the smaller places, especially in the manufacturing line, as well in the building trades. In the town of Tilbury a number of buildings are being erected. In the town of Wallaceburg the building trade is also active, and houses are in great demand.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The past month has been a very busy one for all branches of labour, and factory employés and the building trades have been well employed. There were sixty-nine permits issued during the first three months of the year, valued at $113,625, as compared with thirty permits for the first three months of last year, with a value of $37,975. There was a great demand for houses, and the planing mills and lumber yards were rushed with orders. Boats have started to load and unload at the docks, keeping labour well employed. Wholesale and retail merchants report trade brisk. Eight men of the City police get an increase of $25 a year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—A great many of the farmers in this district have joined together and are paying the passage of immigrants, as farm help is hard to get. The crops have wintered well and are looking well. Wheat is in good condition. Tobacco promises to be a heavy crop; this is one of the principal crops among the farmers in this district.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were busy. Carpenters were in demand and all connected with the building trades were well employed. Metal and engineering trades had a good month. The woodworking and finishing trades were very busy. Printers and pressmen were busy. Journeymen tailors and garment workers were very busy, tailors working overtime. Food and tobacco workers were fully employed. The leather trades were active. Transportation employés had plenty of work. Unskilled labour was well employed.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour generally was well employed during April, the demand for, and supply

of workmen being well balanced. The general tone of industry was favourable, a considerable increase in activity having occurred, as compared with the preceding month. The building and iron working trades were particularly active. It is estimated that over half a million dollars will be spent on buildings this summer, exclusive of industrial establishments under contract for the Lake Superior Corporation. Trade, wholesale and retail, was fairly active. There were no changes in rates of wages or hours of labour, and no strikes or lock-outs reported.

The customs receipts for the year ending March 31 showed an increase of $589,698.94 compared with the previous year, the largest pro rata increase for any Canadian city or town.

The park commission was becoming active, and has outlined an extensive programme of improvements. Navigation is now open and the outlook is for a busy year. The municipality will construct a considerable number of sidewalks, sewers and other improvements this year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture and Fishing.—Seasonal activity prevailed.

Lumbering.—Work in the camps had been suspended for the season.

Manufacturing.—Normal activity continued. A 500-ton blast furnace was blown in by the Lake Superior Corporation during the month. This furnace is said to be the largest in Canada, and the only one blown by gas-driven engines. The coke plant had started and the plant for the utilization of the by-product from the coke ovens had also started.

Railway construction.—The extension to the Algoma Central Railway was being rapidly advanced.

CONDITION OF PARTICULAR TRADES.

The building and metal trades were busy, and the other skilled trades were normally active.

DISTRICT NOTES.

Steelton.—A lighting system and a considerable amount of permanent roads will be constructed this summer. The building season promises to be very active. The Lake Superior Corporation's industries situated in this suburb are very active and rapid progress is being made with the various improvements and extensions under way.

PORT ARTHUR AND FORT WILLIAM, ONT., AND DISTRICT.

Mr. F. Urry, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The month of April is always a month of uncertainty in the cities at the head of the Lakes. Navigation usually opens in this month and the lumber and tie camps break up. Many men return to the cities and many in the cities are looking forward to the spring and summer work.

This April there has been a large number of men in the two cities awaiting spring work. Things have been quiet in the cities throughout the winter; many strangers have come in with the spring and have not been able to find employment. There has been a heavy supply of labour, but little demand, except for work offered through the employment agencies on railway construction, but in this connection, many of the men will go out again only as a last resource. Consequently the men remain in the cities and the work on the railway is generally done by newly arrived immigrants.

There is no exceptional activity in any trade. No new industries are starting and City construction work is not yet much in evidence.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers in the locality are all busy preparing for spring work after the winter bush operations. The market has been pretty well supplied with potatoes, butter, eggs and poultry from local farmers where they find a good market in these cities. In Fort William there is market accommodation provided for the farmers; in Port Arthur no such accommodation is provided, but the City Council has been in communication

with the farmers of the locality, and steps are being taken to provide a market building this year.

Manufacturing is quiet.

Mining claims are being staked out, but no extensive operations are going forward at present.

Railway construction makes steady employment for unskilled labourers, but the conditions obtaining in regard to sub-contracting cause a serious disinclination for men to go on this work, except as a last chance.

The opening of navigation has relieved the situation somewhat in the unemployed ranks. The freight-handlers are again employed, and several hundred have already been taken on in both cities; the numbers will be increased from now on.

CONDITION OF PARTICULAR TRADES.

The building trades are still very quiet as there is not much work in progress, though building operations are quietly starting. Many small buildings and alterations and additions are going forward, giving employment to a number of men in the aggregate, principally carpenters. There is, however, a large number of men in all branches of the building trades idle. The typographical men's agreement ends with this month; no new agreement has been arrived at. All other trades are quiet.

The printing trades have been quiet during the month; also journeymen tailors. Those employés engaged in food preparation have had a normal month and all miscellaneous workers, such as barbers, clerks, stenographers, delivery employés, laundry workers, etc., have had a fair month, without any rush of work. Owing to the opening of navigation, there has been greater activity among locomotive engineers, firemen and other railway workers. Steamboat men, ship labourers and longshoremen have been busier and will be still busier as the season advances. Four or five steamers wintering in these ports made up their crews on the arrival of their officers and have all taken cargoes of wheat and left port. The first steamer to arrive from the east was the *Arcadia*, arriving in Port Arthur at midnight on the twenty-third instant. The following week the fleet of steamers in port left for the east.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

As compared with the previous month there has been little change in labour conditions. The larger volume of outdoor labour required has been fully met by the steady flow of men into Winnipeg seeking employment. Generally speaking, the demand for skilled labour is being fairly well met and in some cases, notably in the building trades, there appears to be more than enough men to supply the wants of employers. Building activity, however, is increasing and the unemployed at the present time may be absorbed very quickly.

Trade activity has been very marked during the month of April. Bank clearings show an increase of 16.4 per cent., as compared with April of last year. Towards the end of the month, however, there was a sharp advance, due to trade activity caused by the heavy influx of settlers. For the week ending Thursday, April 27, the gain was over forty per cent. Buying on a larger scale at country points where new settlers are taking up locations has caused activity in local wholesale centres. There is a slight feeling of uncertainty in the building trades respecting wages during the ensuing season. During the month negotiations were carried on by the bricklayers, with a view to advancing the scale from 62½ to 67½ cents per hour. Marble workers have also been in negotiation with employers with a view to arriving at some agreement as to wages and hours. Street railway men's representatives have approached the manager of the Winnipeg Electric Railway Company.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Seeding in the immediate vicinity of Winnipeg has been completed in so far as wheat is concerned.

The land was left in excellent condition by the rain and snow of March and early April, followed by extremely fine weather for land cultivation. Reports received at Winnipeg from all parts of the West are to the effect that wheat seeding generally is about completed. In one or two districts, of very limited extent, lack of moisture is reported, but generally speaking, the land is in excellent condition for growing wheat.

Some complaints are being made by farmers because of their inability to get competent help. They hoped to meet with an adequate supply from the immigration, but it is found that most of the men with any knowledge of agriculture are desirous of taking up land for themselves.

Building.—Towards the close of April there was a revival of building activity. During the month, 500 permits were issued, representing 602 buildings, of an estimated value of $1,922,150. During April of a year ago the number of permits issued was 496, representing 610 buildings at an estimated cost of $3,561,750, as compared with 919 permits, covering 1,169 buildings, at a cost of $5,387,950 for the corresponding period of last year. The buildings being erected this year are not individually as large as last year, and there is a greater proportion of dwelling houses. Several large undertakings are in prospect for which permits are likely to be issued very shortly. The above figures do not include the large amount of building going on at the present time in the districts which border upon the limits of the city of Winnipeg. Just over the southern, western and northern limits a very large number of dwellings are being put up and some factories; and on the east side of Winnipeg, in the city of St. Boniface, a very considerable amount of building is being done. To the east of St. Boniface, building is also active, especially in the vicinity of the Grand Trunk Railway shops, where the new town of Transcona has sprung up within the last two years. The Canada Cement Company have procured a site for the erection of a cement grinding plant at this point.

Railway construction.—So far, the weather has been excellent for starting operations on railway grading at different points throughout the west. A well-known employment agent said that within a week there would be a scarcity of men for this class of work. The number of men coming into the city looking for such work was greater than usual, but the demand was also heavier. Wages were practically the same as last year; also the price of board. Teamsters, however, were getting a slightly better rate. This year the maximum has advanced from $35 to $40 per month, which is paid to those men who stay through the whole season. The wages paid to bridge men and some men employed on special gangs is $2 per day, but the general average is $1.75.

Iron Trades.—All the factories are busy, and the good men available are all employed. Orders are coming in from western points very freely, and at present the outlook for a good season's work is very bright.

BRANDON, MAN., AND DISTRICT.

Mr. E. Fulcher, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

During the past month there has been a good demand for labour. Activity has prevailed in all trades. With only a few weeks of the building season passed the building permits show a great increase over all previous records. The contract for the new hospital for the insane has been let for $524,000. The building is to be fireproof throughout and mainly of reinforced concrete. Work on the new reinforced concrete fire-hall has already been commenced. Work has also been commenced on the reinforced concrete work of the Canadian Northern Railway Company's hotel. The hotel, when completed, will be seven stories high and will cost $450,000. The Canadian Pacific Railway Comapny has plans for a new passenger station for Brandon, and work will commence immediately. Wholesale and retail houses report exceptional activity in almost all lines. The labour market was quiet.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Sixty per cent. of seeding has been done, and wheat was showing out of ground in some cases.

Manufacturing.—All sash and door factories were working full time.

CONDITION OF PARTICULAR TRADES.

The majority of bricklayers and masons were working, and prospects are very good. Carpenters and joiners, lathers and plasterers, and painters and decorators were very busy. Plumbers and steam fitters were dull. Builders' labourers, iron moulders, machinists and electrical workers were busy. The printing and allied trades were busy, as well as journeymen tailors. Cigar makers were active. Railway employés, the transport trades and unskilled labour were busy.

REGINA, SASK., AND DISTRICT.

Mr. W. B. McNeil, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Throughout the past month exceptional activity has existed in all branches of labour, especially in the building trades, which have taken advantage of the weather conditions that have been so favourable to building construction. The month of April from the labour standpoint was considerably in excess of the previous month and the corresponding period of last year, as far as the prevailing conditions were concerned. Though there is an abundance of work, the supply apparently meets all demands, owing to the large influx of immigrants arriving in the city. Both wholesale and retail trade are reported excellent. Tenders are being called for many new warehouses, to be built as soon as possible, which shows that the present number of wholesale houses is inadequate to cope with the demands of trade.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Seeding has been general throughout this district for the past two weeks, ideal weather prevailing.

Railway construction.—Activity seems now to be commencing in earnest, and the amount of construction going on in the districts surrounding Regina is assuming large proportions. Two gangs have already arrived in the city to commence construction work on the new lines, and more are expected in the very near future. There is apparently ample labour available.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons have had a very active month; if there was an idle one, it was on account of a shortage of material. Carpenters and joiners experienced a busy month; also lathers and plasterers. Painters and paperhangers were very active, with first-class men in demand. Plumbers were fairly well employed, as were stone cutters. Builders' labourers were active and in demand. Iron workers, machinists, electrical workers, blacksmiths and bicycle workers were well employed. All branches of the printing trade experienced a busy month, the supply being equal to the demand. The journeymen tailors and garment workers were very active. Bakers and confectioners were active and in demand, Butchers and meat-cutters were busy. Barbers were active; also clerks and stenographers, for which there was much demand. Delivery employés, hotel, restaurant and laundry workers all report having an active month. Freight handlers were busy; also cab-drivers, hackmen and draymen. Teamsters were in demand, also unskilled labour.

CALGARY, ALTA., AND DISTRICT.

Mr. George Howell, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

There has been a considerable improvement in the labour market during April. Painters, plumbers, labourers and many others are now fairly well employed. There is still a surplus, however, of stonecutters, stone masons, bricklayers and carpenters. Excavations are being made for a considerable number of buildings;

and it is expected shortly that the building trades will be employed to full capacity. The contract for City's market has been let, at $41,400, and for a new fire-hall, at $39,925. The following is a list of buildings which are to be erected this year:—

Three school buildings	$ 875,000
Court House	200,000
C.P.R. hotel	200,000
King George hotel	180,000
Alexandra hotel	170,000
Col. Walker block	250,000
P. Burns block	200,000
C. P. Irrigation	100,000
City power station	100,000
Molson's bank	150,000
W. McLean block	150,000
Beveridge block	120,000
Knox church	90,000
Bevenish apartment block	130,000

In addition, there are in prospect about twenty apartment blocks, the particulars of which are not obtainable. The inspector says that this will be by far the busiest year in building that Calgary has ever had.

There were 329 building permits issued during the month, aggregating $1,127,256; as against 189 permits, $603,930, for April, 1910. Customs receipts for April, 1911, were $147,966, as compared with $113,147.15 for the month of April, 1910. April building returns were 329 permits, involving the sum of $1,127,256, as against $603,930 for April, 1910. Bank clearings were $14,449,866, as against $14,075,142 for April, 1910.

The Sandstone Brick & Sewer Pipe Company, Limited, operating 20 miles south of Calgary, with head office in Calgary, is expected to start manufacturing July 1, and to turn out 500,000 brick per week. The consulting engineer of the Steger-Ferrier Silica Brick Company is in the city to select a site for a factory building, to be ready to operate by July 1; the capacity will be 40,000 brick per day.

Wholesalers and retailers report an improvement in trade over the previous month, and the corresponding period of 1910. Moulders have received an increase of wages from 35 cents to 40 cents. The stone-cutters received an increase of wages from 62½ to 65 cents per hour on April 1. The plumbers and steamfitters have signed a two-year agreeement for an increase in their wages from 55 cents to 60 cents per hour; to be paid as follows: viz.: 57½ cents per hour on and from May 1, 1911, to May 1, 1912; and 60 cents from May 1, 1912, to May 1, 1913. The City Council stated that it will pay its labourers 28 cents, instead of 27½ cents, as previously stated.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers, plasterers, steam fitters, stone-cutters and builders' labourers had a quiet month. Plumbers, painters and gas fitters were fairly well employed. Moulders, iron workers, machinists, steam engineers, electrical workers had a fair month. Linemen were very busy. Blacksmiths, boilermakers, sheet metal workers, horseshoers and jewellers were well employed. Woodworkers, upholsterers, carriage makers were fairly well employed. Car makers, pattern makers, coopers were well employed. Printers, pressmen and bookbinders, and photo-engravers had a good month. Journeymen tailors were fairly well employed. Bakers, confectioners, butchers, meat-cutters and cigar makers were active. Leather trades were fairly well employed. Barbers were active. Clerks, stenographers, delivery employés, hotel, restaurant and theatre employés had a good month. Laundry workers were active. Transport employés were well employed. In unskilled labour there was still a surplus.

EDMONTON, ALTA., AND DISTRICT.

Mr. P. C. Foley, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The demand for labour has improved somewhat over the previous month, but owing to a large influx from outside points the supply was greater than the demand, especially unskilled labour. The opportunities for employment will increase as spring advances, as railway contractors have not yet commenced operations to any great extent. On the twenty-fourth instant money by-laws

amounting to $700,000 were passed The money is to be expended on various civic works. The volume of business done during the month of March is shown by the following returns.

	March, 1910	March, 1911	Increase
Customs Returns..	$ 23,990	$ 58,546	144%
Buliding Permits..	266,585	276,825	4%
Bank Clearings. ..	4,766,375	8,804,702	85%
Post Office (Stamps Only).....	6,640	6,640	28%
Street Railway—			
Passengers carried	257,607	402,817	56%
Revenue.....	11,356	16,843	48½%
Homestead Entries	302	440	46%

An increase of $833.85 is reported in Customs returns for March for the Port of Nelson over those for the same period last year.

Transportation companies reported business very active. Wholesale trade was active, and retailers reported a good month. There were no changes in rates of wages or hours of labour during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers made favourable progress with their spring seeding, and a much larger acreage is being planted than in previous years. There was a steady demand for farm land and a large number of applicants for homesteads.

CONDITION OF PARTICULAR TRADES.

There was a fair demand for bricklayers and masons during the month. Carpenters and joiners were active. Lathers and plasterers were active during the latter part of the month. Painters and plumbers were busy. Stone-cutters and builders' labourers were quiet. The metal and engineering trades had a good month. The printing and allied trades were active. Journeymen tailors and garment workers were busy. Bakers, butchers and meat-cutters were active. Cigar makers were busy. The miscellaneous trades were active. There was a surplus of unskilled labour.

LETHBRIDGE, ALTA., AND DISTRICT.

Mr. J. M. Ritchie, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour has been fairly well employed. The demand is in excess of what it was during the month of March. Compared with April, 1910, it is about the same, with indications of an increase in all lines. The brickyards are going to be very busy; an order from the Lethbridge Collieries for 1,250,000 bricks has been placed with the Lethbridge Brick Company, brick to be shipped at the rate of 12,000 per day. This, along with city orders, will keep the yards busy. There are about fifty cottages to go up at the collieries. The permits for buildings in the city of Lethbridge were, for March, $61,750, and for April, up to the twenty-fifth, $81,225. Work on the railways is opening up at present; about 160 men are wanted to be sent to various points. With the exception of two small coal mines, all other mines are idle in this district, owing to a strike of the miners. There is no exceptional activity in any line, unless in farming, which is very brisk; $40 to $45 is being offered to farm hands. Good men are scarce. There are numbers of men employed with steam tractions. The increase in wages in the buildings is being paid. Teamsters are getting better wages this spring, $75 per month being the avage.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are very busy, and the proper help is very scarce; $40 to $45 per month is being offered to farm hands. The quantity of farming machinery being sold is enormous, compared with other seasons. This is a remarkably fine spring for crops, and everybody is busy in the farming line.

Mining.—Coal mining is almost at a standstill for the present, owing to the strike of miners.

Railway construction.—Several parties of railway surveyors are at work in this

district. There is a demand for surface men on the railways.

CONDITION OF PARTICULAR TRADES.

The building trades are not as yet very busy. The most of trades are calling for an increase of wages, which is being paid; a great number of the men going to other centres to find work. All the small towns are going to be busy. Bricklayers have been very slack during the month. Carpenters and joiners were fairly busy, but a number are still idle. Lathers and plasterers were rather dull. Painters and paperhangers are getting busy. Plumbers were very busy, and gas and steam fitters fairly busy. Stonecutters and builders' labourers have been slack. Printers and pressmen were very busy, as were bakers and confectioners. Clerks, stenographers and hotel employés were well employed, with laundry workers slack. Teamsters and expressmen were well employed. There is a good demand for ordinary labour, the City of Lethbridge having a large amount of work in hand.

NELSON, B.C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The general condition of the labour market throughout East Kootenay during April was very quiet, the strike of the coal miners commencing April 1 having paralyzed industry. West Kootenay, however, is enjoying normal conditions, though should the coal miners and their employers fail to arrange a new working agreement within next three weeks some of the smelters would run short of coke. Outside of this, the general outlook for a prosperous summer within Kootenay district has never been brighter.

The new experimental zinc smelter which is being erected by A. G. French, at Nelson, B.C., is nearing completion. It will have a capacity of from four to five tons per day. Should the method prove successful, it will be of very material advantage to the mining industry of this district.

A new discovery of high-grade free-milling gold ore has been recently made on the Nugget mine, near Salmo, B.C. This new ore-shoot is in the fourth level of the main vein and is about five feet in width. The management of this property purpose to erect a new twenty-stamp mill and cyanide plant, during the summer.

A promising gold prospect on Eagle creek, near Nelson, B.C., known as Shoestring, has been recently bonded by a syndicate of Spokane capitalists, who are to start development work immediately.

The first steel steamer of the Canadian Pacific Railway interior service was successfully launched at Nakusp, B.C., on the twenty-fourth instant, and christened *Bonnington.* This new steamer is the largest and most commodious on the British Columbia Lakes up to the present date, and has twenty water-tight compartments reported as making the vessel unsinkable. The local Canadian Pacific Railway Company shipyards at Nelson, B.C., have a busy programme arranged for the spring and summer. In addition to routine repair and alteration work, the steamer *Kokanee* is now on the ways for a general overhauling and repairs to her hull, which it is reported will occupy about two months; also a new steel barge for Kootenay lake service is to be built; and following that later on, the sister ship to the *Bonnington* is to be built to accommodate the heavy tourist and general passenger travel, which is expected on the lake, following the opening of the Canadian Pacific Railway Company's hotel, at Balfour, B.C. The Great Northern Railway Company is reported to have sold the Kaslo & Slocan Railway to citizens of Kaslo, B.C., and the Government of British Columbia has come to the aid of the new railway operators, therefore the railway will be in operation again this summer, much to the relief of a section of the Slocan mining district.

The Doukhobor society or settlement is reported to have set out 40,000 fruit trees this spring, near Castlegar, on the south side of the Columbia river.

An increase of $833.85 is reported in customs returns for March, for the port of Nelson, over those for the same period last year.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. J. P. McMurphy, correspondent reported as follows:—

GENERAL CONDITION OF LABOUR.

Never in the history of New Westminster has work been so forward at this season of the year as at present. This is due largely to the activity of the present civic administration. The board of works is carrying on a vast amount of work, including the opening, cleaning and grading of streets, laying of sidewalks and doing general repair work. It is hiring all the men and teams they can secure to help the work. The new 25-inch main from Coquitlam lake is being rapidly laid, one gang of men working at Westminster Junction, and another near the Fraser mills. The Kootenay Jam Company has purchased in Brownsville a factory site containing five full lots, on which it intends to erect a factory, to cost $50,000. This factory site is situate on the south bank of the Fraser river, near the New Westminster city limits. It is expected that part of the factory will be ready by June 1, so as to be able to handle this season's crop. When completed the premises will be 264 x 132 feet. A $200,000 plant for the manufacture of nuts, bolts, fish plates and other railway material will shortly be erected at Port Mann. It is stated that at the outset the plant will employ 200 men. At the Land Registry office for the past month 1,325 applications were made, and the fees amounted to $8,447.20. The corresponding month of last year showed applications numbering 862, and fees paid $4,935.20. By next July it is expected that the Western Canada Power Company, at Stone Lake, will be ready to deliver 25,000 horse power in New Westminster and the surrounding districts. The Company employs over 510 men, and the wages amount to over $40,000 per month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Owing to the exceptionally fine weather the farmers have commenced seeding operations. The season is about two weeks in advance of last year, but cannot be said to be early. In spite of the lateness of the spring, however, indications for a bumper hay crop are very favourable. The fine weather has been very beneficial to the potato crop, in which this year has an advantage over last year, when the late arrival of spring almost ruined that part of the farming produce.

Fishing.—Canners are expecting a comparatively poor fishing season, this being an off year, and as a result only a few of the canneries on the river are being got ready for operations. The British Columbia Packers' Association will operate only five out of fifteen canneries.

Lumbering.—The past month has been an unusually active one in the lumbering trade. The Canadian Western Lumber Company shipped no less than 12,500,000 feet, or 600 cars, of lumber; 200 of these car-loads were for the Grand Trunk Pacific Railway construction work, west of Edmonton. In one day alone, thirty-six car-loads of lumber were shipped from the mill, while on April 11, the cut for the day totalled 516,000 feet.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters, lathers and plasterers, plumbers and steamfitters were active. Builders' labourers were fairly busy. Iron moulders were quiet. Electrical workers, linemen, blacksmiths and sheet metal workers were active. Shipwrights and caulkers were quiet. Horseshoers, upholsterers, varnishers and electric car builders were active. Printers, pressmen and bookbinders were active. Journeymen tailors, bakers, butchers and cigar makers were busy, with barbers, clerks, stenographers and delivery employés fairly active. Laundry workers were exceptionally busy. Railway employés were active, with steamboat employés fairly busy. Street railway men, draymen, teamsters and unskilled labour were active.

VANCOUVER, B.C., AND DISTRICT.

Mr. Geo. Bartley, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The outlook in the building trades during April was promising, and a season of exceptional activity in the construction of industrial plants, apartment houses, residential buildings and in civic improvements is in prospect. The supply of labour, owing to the constant influx of workingmen, is becoming in excess of the demand. The value of building permits issued in March was $2,147,789, the highest of any city in the Dominion. Property to a very considerable amount changed hands during the month, in many cases high prices being paid by the purchasers.

Among the buildings to be erected are two on Main street, one a large business block at the corner of Main street and Seventh avenue, and the other a seven-story concrete building at the corner of Main street and Broadway. The printing firm of Evans & Hastings will erect a three-story building on Seymour street, the cost of which will be $45,000. A plan for the erection of 100 dwellings of the bungalow style, ranging in cost from $1,400 to $2,800 has been outlined by Messrs. Springer Brothers. The object is to reduce the high rate of rent which prevails in the city. The erection of a $3,000,000 plant by the Western Canada Power Company, at Stave river, 35 miles northwest of Vancouver, has been started, giving employment to over 500 men. A trainload of electric generating machinery had arrived from the east for installation.

The City paid $45,000 for 12½ acres to be used a a site for an isolation hospital. It is the intention of the Park Commissioners to erect a band stand in Stanley Park to cost $14,000.

An addition to the hotel Metropole, at a cost of $18,000 will be built, and the Sailors and Loggers' Institute intend erecting a new building, the cost of which will be $100,000.

CONDITION OF PARTICULAR TRADES.

The building, metal, woodworking, printing and clothing trades were fairly active. The leather trade was fair. Dullness prevailed throughout the miscellaneous trades, especially among hotel and restaurant employés, many of whom in the former class were out of work. Conditions among railway employés were reported good, while among the unskilled classes extreme quietness prevailed.

VICTORIA, B.C., AND DISTRICT.

Mr. J. Chrow, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

During April the demand for labour has been greater than during March, and it may be said that at no time in the history of this city has labour been so extensively employed as at the present time. But though the increase in the amount of work will be considerable, it is expected that the supply of labour will equal if not exceed the demand, as there is a large increase in the number of newcomers arriving in British Columbia this spring over any previous year. The Provincial Government will shortly call for tenders for a large addition to Government buildings in this city, at an estimated cost of $1,000,000. The British Columbia Electric Railway Company is about to commence construction on the extension of its line through the Saanich Peninsula for a distance of about 12 miles, terminating at a saltwater port known as Deep Bay. The new line will pass through one of the finest farming districts on Vancouver Island, and will prove a great convenience to the farming community, as well as bringing considerable business to Victoria merchants.

Local bank clearings for the first three months of the year showed a gain of no less than forty-five per cent. over the same period last year:—

January, 1911	$ 9,013,716
February, 1911	9,078,881
March, 1911	12,358,220
Total	$ 30,450,817

The total receipts at the Victoria customs house for the departmental year ending March 31, 1911, showed an increase of a million and a quarter of dollars over the previous year.

There was a great increase in the amount of Chinese immigration during

the past year. The number of new arrivals was over three times the total of the previous year, over 2,800 new men who paid the head tax of $500 being landed here during the year just closed.

The building permits issued during March amounted to $279,945, compared with $244,760 for the same month last year.

Wholesale and retail trade is reported very good, both being above the average. In the machinists' strike, which was declared last June, most of the men who are in the city have returned to work under the old conditions.

After negotiating for several years, the Songhee Indians have accepted the terms of the Provincial Government, and on April 14 relinquished all their rights to the Reserve occupied by them for the past fifty years, on the following terms: Forty-one heads of families received $10,000 each, total, $410,000; for improvements, (approximate) $24,000; total $434,000. In addition, the tribe received, free of all cost, a new reserve situated on Esquimault harbour, about four miles from the city, comprising 164 acres. The head of each family has promised to erect a house on the new reserve, at a cost of at least $1,000. The old reserve, which comprised 112 acres, situated in the heart of the city of Victoria, will be subdivided into lots and sold, and is expected to realize a large amount.

The British Columbia Government has increased the price of Crown lands from $2.50 an acre for second-class lands to $5, and from $5 an acre for first-class lands to $10.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers are busy seeding, for which the weather conditions have been favourable, although in some quarters, owing to the exceptionally dry spring, rain is needed.

Sealing.—The four or five sealing vessels sailing from this port are due from the ocean sealing grounds. After discharging their seal skins, they will proceed to the North Pacific in search of sea otter.

Lumbering.—All the lumber mills in this vicinity are busy, with orders for some months ahead.

Manufacturing.—The various manufactories in this city are working full time, and have all the work they can handle.

Railway construction.—Work on the Island Division of the Canadian Northern Railway is proceeding, and larger staffs of men are being put on weekly.

Timber and coal licenses.—The Department of Lands reports a total revenue of $403,481 for March.

CONDITION OF PARTICULAR TRADES.

In the building trades all branches report work plentiful at present, with prospects good for the summer. The metal, engineering and shipbuilding trades report work as about the average, with a few idle men. Woodworkers and upholsterers are fully employed, while pattern makers report work as only fair. Business in the several branches of the printing trades is good, with no idle men. Tailors are busy, and garment workers are working to their full capacity. Cigar makers report work as somewhat quiet, with a few idle men. Barbers, waiters and laundry workers are fully employed. There are a large number of labourers employed at present on city work. The City is calling for tenders for 56 miles of asphalt street-pavements, at a cost of over $1,000,000.

NANAIMO, B.C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The conditions of the labour market in this district have not been as good in some branches of labour, there having been an exceptionally large number of idle men for the time of year; this applies principally to unskilled labour. Wholesale and retail business has been good, with evidence of increasing activity. There have been no changes in rates of wages or hours of labour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been busy.

Fishing.—Outside of the local trade there has been no activity among fishermen.

Lumbering.—The saw mills of the district are running steadily. The logging camps are in active operation.

Mining.—There has been a noticeable slackness in the coal trade. The mines of the district, although working steadily, are letting men off, stopping double shifts in some places, and dropping some men in others, it being a slight reaction after the rush of the winter season.

Railway construction is being pushed as fast as practicable on the extension to Alberni and on other lines.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons are active. Carpenters and joiners are very active; the amount of new building in course of erection and proposed is in excess of that known for years in this city and district. Painters and paperhangers are very active. Plumbers are also very active. Builders' labourers have been active during the month. Printers and cigar makers report work as also fair. Teamsters and expressmen have been busy. While there has been a large number of men in this city, there has been a large number of men employed on sewer work and cement sidewalks during the month, as well as on other outside work.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—STATEMENT OF PROCEEDINGS UNDER ACT FOR YEAR ENDING MARCH 31, 1911; ALSO SUMMARY STATEMENT OF PROCEEDINGS, MARCH 1907—MARCH, 1911.

THE Industrial Disputes Investigation Act, 1907, received the Royal assent on March 22, 1907, and had, therefore, been in operation four years at the close of the month of March last.

A table is presented in the present issue of the *Labour Gazette*, showing the proceedings under the Act during the year ending March 31, 1911, as follows: (1) the dates on which the various applications for Boards of Conciliation and Investigation were received; (2) the names of the parties concerned; (3) the name of the party making the application; (4) the locality affected; (5) the number of persons affected; (6) the nature of the dispute; (7) the names of the members of Boards in cases where Boards have been established; (8) the dates of the establishment of Boards; (9) the dates of the receipt of Board's report; and (10) the result of the reference under the Act.

In all twenty-four applications under the Act were received during the year ending March 31, 1911, as a result of which eighteen Boards were established. In the six remaining cases the matters in dispute were adjusted by mutual agreement whilst communications were passing with the Department in respect of the establishment of a Board. In addition to the twenty-four cases above mentioned, proceedings under the Act during the past year occurred also in connection with seven applications which were received prior to April 1, 1910. Correspondence was also exchanged between the Department and persons concerned in various disputes in which, however, the circumstances did not call for any formal procedure under the Act.

Industries Represented.

The disputes dealt with under the Act during the year were distributed among the different industries as follows, namely:—

Coal mining	4
Metal mining	1
*Railways	18
Street railways	3
Longshoremen	1
Shipliners	1
Deckhands	1
Commercial telegraphers	2
	31

*Among the classes of labour concerned in these eighteen disputes were the following: conductors, baggagemen, brakemen, train dispatchers, maintenance-of-way employés, station employés, yardmen, firemen, hostlers, telegraphers, blacksmiths, blacksmiths' helpers, machinists, machinists' helpers, moulders, steamfitters, carmen, boilermakers, boilermakers' helpers, and brassworkers.

The number of employés concerned in the thirty-one applications received under the Act during the year was 25,630.

In connection with each of the thirty-one disputes above mentioned sworn statements were furnished to the Minister of Labour to prove that, failing an adjustment of the differences or a reference of the same under the Industrial Disputes Investigation Act, a strike or lockout, as the case might be, would be declared.

During the fiscal year ending March 31, 1911, there were only four cases in which strikes were not either averted or ended. One of these disputes was in the metal mining industry and grew out of a demand on the part of the employés for closed shop conditions; two were in the railway industry, the disputes in each of these cases arising out of the employés' demand for increased wages and improved conditions of employment; the other dispute occurred in the street railway industry and was entirely concerned with the question of alleged discrimination by the Company against officials of the employés Union. In the case of a dispute btween the North Atlantic Collieries Company, Limited, of Port Morien, N.S., and its employés operations in the Company's mines had been discontinued at the time of the investigation, the Company itself having gone into liquidation. In each of the remaining disputes referred under the Act the investigation before the Board resulted either in a direct agreement between the parties, or in affecting such an improvement in their relations that no cessation of work occurred. It may be said also that in cases where members of Boards disagreed in their findings, or where one of the parties stood apart from the inquiry as far as voluntary action was concerned, inquiry has none the less resulted in a clearer understanding of conditions on the one side or the other, and a change of attitude which has been effective in averting the threatened trouble.

It will be noticed from the table of proceedings for the year ending March 31, 1911, that only three strikes are mentioned, the fourth having occurred in connection with an application which had been received during the previous fiscal year, and has not, therefore, been included in the table above mentioned.

Notable Successes under Act.

In a number of the disputes referred for investigation under the Act during the year interests of very considerable importance were affected, not only to the employers and employés directly concerned but to the public at large. One of the first cases dealt with under the Act during the year was a dispute between the Shipping Companies of Montreal and the Syndicated Longshoremen of that Port to the number of 1,800. In this case the outcome of the Board's efforts was not only a settlement of the points in dispute relative to wages and conditions of employment but also a signed agreement between the parties concerned effective for a period of five years, in connection with which a Permanent Board of Conciliation was established for the adjustment of any differences which might subsequently arise. A sum of $2,000 was also deposited with the Royal Trust Company by the Shipping Companies of Montreal on the one hand and the Syndicated Longshoremen of Montreal on the other hand as a guarantee for the observance of the agreement. The Board of Conciliation was subsequently constituted as follows: Mr. Farquhar Robertson, ex-president of the Montreal Board of Trade, Chairman; Mr. John H. Lauer, Secretary and Treasurer of the Montreal Builders' Exchange, representing the Shipping Companies; and Mr. G. R. Brunet, of the Montreal Typographical Union, representing the Syndicated Longshoremen of Montreal. This agreement is one which promises relief from the unsatisfactory conditions which have long existed between the Shipping Companies and the longshoremen at Montreal.

In a letter addressed to the Department of Labour by Mr. Geo. S. Montgomery, General Manager of the Alberta Coal Mining Company, in relation to the settlement of a dispute between that Company and its miners at Cardiff, Alta., which was achieved through the efforts of a Board of Conciliation and Investigation. Mr. Montgomery said "We are pleased to be able to refer differences to such a Board as is established under the law, for without this recourse there would have been either a strike or a lockout and

the mine would have been idle during the busy portion of the year."

The dispute between the Canadian Pacific Railway Company and its conductors, baggagemen, brakemen and yardmen to the number of 4,360 employés, during the summer of 1910. The award of the Board of Conciliation and Investigation which inquired into the matters in dispute was accepted by the Company but was not concurred in by the Committee of employés concerned. As a result, negotiations were resumed between the parties in Montreal which resulted in the signing, on July 21, of an agreement which was understood to be in a large measure based upon the terms of settlement proposed by the Board, and which corresponded approximately as to rates of wages and rules, to the "standard" rates and rules adopted on a number of the principal railway systems in the Eastern States.

An agreement was subsequently signed between the Toronto, Hamilton and Buffalo Railway Company and its employés in train and yard service to the number of 101, which was along substantially similar lines to the foregoing.

The dispute between the Toronto Railway Company and its employés was one which threatened an interruption of the Street Railway service of Toronto in August last, at a time when the city is usually filled with visitors to the annual Industrial Exhibition. In this case the points at issue relative to the terms of a new working agreement were some of them matters of extreme difficulty, and it was the opinion of the Board that the final acceptance of the award was due to the large concessions made in the interest of the party by the officers of the Railway Company on the one side and by the employés on the other.

In a letter under date of August 22, the Mayor of Toronto expressed to His Honour Judge Barron, Chairman of the Board, the thanks of the people of Toronto for the settlement of this dispute. Mayor Geary's letter in question was in the following terms:

"His Honour Judge Barron, Stratford,

"Dear Judge Barron,—The People of the City of Toronto were so vitally interested in the question of strike or no strike on the Toronto Railway Company's system that the news of the settlement of the difficulty in that regard was more than gratifying to the citizens and the municipal corporation. May I express my warm appreciation of your splendid efforts in these difficult negotiations, and may I compliment you on the success which attended those efforts. I am sure that I only voice the feelings of all the citizens when I say that we feel greatly indebted to you and your colleagues on the Conciliation Board. You have rendered services which have destroyed the possibility of a state of affairs arising which would threaten the prosperity of the city and the comfort of the citizens, and at this particular moment the success of the Exhibition.

"Again with thanks and every assurance of appreciation, I am, dear sir, yours very truly,

G. R. GEARY,
Mayor."

Three other important references under the Act related to the demand for increased rates of pay and improved conditions of employment on the part of the Maintenance-of-Way employés of the Canadian Pacific Railway System to the number of 4000, the Maintenance-of-Way employés of the Canadian Northern Railway System to the number of 1800, and the Maintenance-of-Way Employés of the Grand Trunk Pacific Railway System to the number of 1000. In each of these cases the report of the Board was accompanied by a minority report, signed by the member appointed on behalf of the Company concerned. In the case of the Canadian Pacific Railway Company the Board findings were accepted by both the Company and its employés and an agreement concluded accordingly. In the case of the Canadian Northern Railway Company an agreement was reached based on the Board's award. It was understood that negotiations for an adjustment of the dispute between the Grand Trunk Pacific Railway Company and its Maintenance-of-Way employés were in progress in Winnipeg at the end of the fiscal year.

A dispute in which interests were

concerned of very great importance to the whole Dominion was that which occurred during the past summer between the Canadian Pacific Railway Company and its commercial telegraphers to the number of 600, of whom 500 were males and 100 females. Through the efforts of the Board a satisfactory settlement was concluded on July 23 of all points at issue, which was embodied in a schedule of rules and rates of pay, and signed by representatives of the Company and of the telegraphers respectively. The agreement in question was made effective for a period of one year, and subject to cancellation thereafter on thirty days' notice from either party.

On March 3, 1911, an application for a Board was received from the employés of the Great North Western Telegraph Company of Canada, arising out of a dispute concerning wages and conditions of employment. The number of employés concerned in this matter was 200 directly and 1100 indirectly. A Board was established by the Minister of Labour on March 30, proceedings in connection with which have not as yet been concluded.

Four Strikes during Year.

The cases in which strikes were not either averted or ended were as follows:—

1. A dispute between the British Columbia Copper Company, of Greenwood, B.C., and its employés, to the number of about 350. The cessation of work in this instance was caused by the unwillingness of the employés concerned to accept the findings of the Board of Conciliation and Investigation to which the matters in dispute between them and the Company had been referred for adjustment in the month of January preceding. The dispute in question related to the demand of the employés, members of the Greenwood Miners' Union, Western Federation of Miners, that none but members of that union should be employed by the Company. A strike was declared on April 19 and continued until May 11. It was understood that the strike in question was not sanctioned by the headquarters of the Federation of Miners; also that the employés concerned returned to work on the terms of the recommendation by the Board in its report.

2. A dispute between the Canadian Northern Railway and certain of its carmen to the number of about 500. In this case the employés concerned were unwilling to accept the terms proposed by the Board of Conciliation and Investtigation for a settlement of the dispute. A strike was accordingly declared on July 7, which continued until September 27 following. On this date the strike was called off and the men returned to work on the terms of the Board's award.

3. A dispute between the Grand Trunk Railway Company and its employés in train and yard service to the number of 3,017. The terms of the report of the Board of Conciliation and Investigation were communicated to the parties concerned on June 22, 1910; also the terms of the minority report by Mr. Wallace Nesbitt, K.C. Following the receipt of the foregoing, negotiations for a settlement were renewed between the Company and the employés' Committee in Montreal. As the result of failure to arrive at a mutually satisfactory conclusion a strike of the employés in train and yard service was declared on July 18, which continued until August 2 following, when a settlement was reached as the result of Government intervention by which the employés concerned resumed work on that date.

4. A dispute between the Winnipeg Electric Railway Company and its motormen and conductors to the number of 603, which grow out of the dismissal of four employés for alleged breach of the Company's rules. The employés maintained, however, that the Company had shown discrimination in these dismissals against the employés' Union. In its report the Board found that the employés had broken the Company's rules and that the latter was justified in their dismissal. The minority report by Mr. L. L. Peltier recommended that the men should withdraw the charge of discrimination and that the Company should re-instate the dismissed employés. The employés ceased work on December

18 and remained out until December 31, when the strike was terminated through the intervention of a committee of citizens, a considerable number of the strikers being re-employed by the Company. It was understood that the Company maintained its unwillingness to re-employ the individuals who had previously been dismissed from its service.

At the close of the period a report had not as yet been received in the case of the dispute between the Great NorthWestern Telegraph Company of Canada and its commercial telegraphers, to the number of 200 directly, and 1,100 indirectly.

Four Years' Proceedings Under Act.

During the four years which elapsed between the enactment, in March 1907, of the Industrial Disputes Investigation Act, and the end of March, 1911, one hundred and six applications were received for the establishment of Boards of Conciliation and Investigation, as a result of which ninety-four Boards were established. In the twelve remaining cases the matters in dispute were adjusted by mutual agreement whilst communications were passing with the Department in respect of the establishment of a Board. In eighty-three, out of the ninety-four cases referred for investigation, the inquiry resulted either in a direct agreement between the parties, or in such an improvement of relations as led to the settlement of the dispute.

In the case of a dispute between the North Atlantic Collieries Company, Limited, of Port Morien, N.S., and its employés, operations in the Company's mines had been discontinued at the time of the investigation, the Company itself having gone into liquidation.

There have been in all ten instances during the four years in which strikes have occurred after the reference of disputes under the terms of the Act. Three of these ten disputes concerned the railway industry, six related to the mining industry, and the other one related to the street railway industry. In six cases these disputes had to do in whole or in part with the question of alleged discrimination against or the recognition of certain labour unions.

The ten cases in question are as follows: (1) Cumberland Railway & Coal Company of Springhill, N.S., and its employés; (2) Canadian Pacific Railway Company and its mechanical employés; (3) Nicola Valley Coal & Coke Company of Middlesboro, B.C., and its employés; (4) British Columbia Copper Company of Greenwood, B.C., and its employés; (5) Dominion Coal Company of Glace Bay, C.B., and its employés; (6) Cumberland Railway & Coal Company of Springhill, N.S., and its employés; (7) British Columbia Copper Company of Greenwood, B.C., and its employés; (8) Canadian Northern Railway Company and its carmen and steamfitters; (9) Grand Trunk Railway Company and its employés in train and yard service; and (10) Winnipeg Electric Railway Company and its employés. In No. 1, the strike lasted from August 1, 1907, to August 31, 1907, when the employés returned to work on the conditions recommended in the report of the Board. In No. 2, the strike lasted from August 5, 1908, to October 5, 1908, when the employés returned to work on the conditions recommended in the report of the Board. In No. 3, the employés went on strike on April 28, during the process of establishing a Board, and returned to work early in June, on lines recommended by the Board. In No. 4, the strike lasted from June 28 to July 24; in this case several reports were put in by the members of the Board, and the settlement was on the lines substantially of the Chairman's recommendations. In No. 5, the strike lasted from July 6, 1909, to April 28, 1910, when the employés returned to work on the lines recommended in the report of the Board, with such modifications as had been made in the same by an agreement subsequently effected. In No. 6, the strike was declared on August 9, 1909, and still continued at the time of writing; it should be noted that the parties concerned in Nos. 1 and 6 are identical. In No. 7, the strike lasted from April 19 to May 11, when the employés returned to work on the conditions recommended in

the report of the Board. Nos. 4 and 7 are also identical. In No. 8, the strike lasted from July 7 to September 27, when the employés returned to work on the conditions recommended in the report of the Board. In No. 9, the strike lasted from July 18 to August 2, when a settlement was effected through Government intervention. In No. 10, the strike lasted from December 16 to December 31, when the strike was terminated through the efforts of a committee of citizens.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

TABLE SHOWING PROCEEDINGS UNDER ACT FROM MARCH 31, 1910, TO MARCH 31, 1911.

	Applications concerning disputes in mines and public utilities. 31[1]								Total applications under Act. 31
	Concerning mines and smelters. 5		Concerning transportation and communication. 26						31
	Coal mines	Metalliferous mines	Railways	Street railways	Longshore men	Shipbuilders	Deckhands	Commercial Telegraphers	
[2] and [3] Strikes averted or ended	3	1	16	2	1	1	1	2	27
Strikes not averted or ended...	0	0	2	1	0	0	0	0	3

[1]The proceedings under the Act during this year included seven cases in which certain proceedings had taken place also during the preceding year, *viz.*: (1) A dispute between the Alberta Coal Mining Company, of Cardiff, Alta., and employés; (2) a dispute between the Toronto, Hamilton & Buffalo Railway Company and conductors, baggagemen, brakemen and yardmen; (3) a dispute between the Canadian Pacific Railway Company and conductors, baggagemen, brakemen and yardmen; (4) a dispute between the Grand Trunk Railway Company and conductors, baggagemen, brakemen and yardmen; (5) a dispute between various Steamship Companies navigating to Montreal and the Syndicated Longshoremen of the Port of Montreal; (6) a dispute between the Grand Trunk Pacific Railway Company and telegraphers and station employés: and (7) a dispute between the Dominion Atlantic Railway Company and employés.

[2]In the case of a dispute between the North Atlantic Collieries Company, Limited, of Port Morien, N.S., and its employés, operations in the Company's mines had been discontinued at the time of the investigation, the Company itself having gone into liquidation.

[3]At the close of the financial year results were still pending in connection with the application made on behalf of the commercial telegraphers employed by the Great North Western Telegraph Company of Canada.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907—PROCEEDINGS, 1910-1911.

Statement of Applications for Boards of Conciliation and Investigation and Proceedings thereunder from March 31, 1910, to March 31, 1911.

A.—MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION, AND OTHER PUBLIC SERVICE UTILITIES.

[1] Appointed by the Minister, under Sec. 8, sub-sec. 1, of the I.D.I. Act, on recommendation from party concerned.
[2] Appointed by the Minister, under sec. 8, sub-sec. 2, of the I.D.I. Act, in the absence of a recommendation from party concerned.
[3] Appointed by the Minister, under sec. 8, sub-sec. 3, of the I.D.I. Act, on the joint recommendation of the two members first appointed.
[4] Appointed by the Minister, under sec. 8, sub-sec. 4, of the I.D.I. Act, in the absence of a joint recommendation by the two members first appointed.

I.—MINING AND SMELTING INDUSTRY.

1. Coal Mines.

Date of receipt of application.	Parties to Dispute.	Party making Application.	Locality.	No. of persons affected	Nature of Dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted	Date of receipt of Report of Board.	Result of Reference.
1910 Jan. 5	Alberta Coal Mining Company and employés	Employer	Cardiff, Alta.	35 dir. 25 indir.	Concerning wages and conditions of employment.	R. G. Duggan (C)[3] J. O. Hannah (E)[1] Clement Stubbs(M)[1]	Jan. 17	Apr. 2	A unanimous report was presented by the Board making certain recommendations for the settlement of the dispute, which were understood to have been accepted by both parties concerned; a strike being thereby averted.
Apr. 18	Canadian-American Coal & Coke Company and employés, members of Frank Local No. 1263, U.M.W.A.	Employer	Frank, Alta.	262	Concerning making of new agreement and recognition of U.M.W.A.	I. S. G. VanWart(C)[4] Colin MacLeod (E)[1] Clement Stubbs (M)[1]	Apr. 29	June 4	Settlement arrived at by Chairman without Board being formally convened; settlement effective to March 31, 1911.
Oct. 26	Crow's Nest Pass Coal Company, Limited, and employés, members of District No. 18, U.M.W.A.	Employés	Fernie, B.C.	3,000	Concerning alleged breach of agreement and increased charge for special train.	I.S.G. VanWart(C)[4] W. S. Lane (E)[1] Clement Stubbs(M)[1]	Nov. 18	1911 Feb. 18	Board effected settlement which was understood to be acceptable to both parties concerned, a strike being thereby averted.
1911 Jan. 16	North Atlantic Collieries Company, Limited, and employés, members of Local Union, No. 2173, District No. 26, U.M.W.A.	Employés	Port Morien, N.S.	110 dir 150 indir.	Concerning reduction in wages and conditions of employment.	Prof. Robt. Magill (C)[4]. Duncan G. MacDonald (E)[2]. Alexander McKinnon (M)[1].	1911 Mar. 9	Mar. 23	During proceedings for establishment of Board, Company went into liquidation and mines were accordingly closed down.

2. METAL MINES.

1911 Jan. 7	The Wettlaufer Silver Mining Company, Limited, and certain employés.	Employés	South Lorrain, Ont.	35 dir 30 indir.	Concerning reduction in wages.	George Ritchie(C)[4] R. F. Taylor (E)[1]. Chas. H. Lowthian, (M)[1].	1911 Feb. 20	1911 Feb. 28	A unanimous report was presented by the Board making certain recommendations for settlement of dispute. No cessation of work occurred.

II.—TRANSPORTATION AND COMMUNICATION.

1. RAILWAYS.

1910 Mar. 17	Toronto, Hamilton and Buffalo Railway Company and its conductors, baggagemen, brakemen and yardmen.	Employés	All lines of T. H. & B. Railway.	101	Concerning employés demand for increased compensation and improved conditions.	J. E. Atkinson (C)[4] F. H. McGuigan(E)[1] J. G. O'Donoghue (M)[1].	Apr. 6	.....	Agreement was reached between parties concerned without Board having been convened. The terms of settlement of this dispute were understood to correspond closely to the terms of settlement of a similar dispute between the C.P.R. and its employés in train and yard service.
Mar. 17	Canadian Pacific Railway Company and its conductors, baggagemen, brakemen and yardmen.	Employés	All lines of C. P. Railway.	4,360	Concerning employés demand for increased compensation and improved conditions.	J. E. Atkinson(C)[4]. Wallace Nesbitt(E)[1]. J. G. O'Donoghue (M)[1].	Mar. 31	June 22	Report of Board was accompanied by a minority report signed by Mr. J. G. O'Donoghue, member appointed on the recommendation of the employés. Upon receipt of these reports negotiations were resumed between the Company and the employés concerned which resulted, on July 21, in an agreement to continue in force until terminated by thirty days' notice in writing. The agreement was understood to be in some respects similar to, but in other particulars different from the terms of settlement proposed by the Board, and was said to correspond closely both in respect of rates of wages and rules to "standard" rates and rules existing on a number of the principal railway systems in the Eastern States.

1. RAILWAYS—*Continued.*

Date of receipt of Application.	Parties to Dispute.	Party making Application.	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (*C*) Chairman; (*E*) Employer; (*M*) Men.	Date on which Board was constituted.	Date of receipt of Report of Board.	Result of Reference.
1910									
Mar. 17	Grand Trunk Railway Company and its conductors, baggagemen, brakemen and yardmen.	Employés...	All lines of G.T.R. System.	3,017	Concerning employés demand for increased compensation and improved conditions.	J. E. Atkinson (*C*)[4]. Wallace Nesbitt(*E*)[1]. J. G. O'Donoghue (*M*)[1].	Apr. 6	June 22	Report of Board was accompanied by a minority report signed by Mr. Wallace Nesbitt, K.C., member appointed on the recommendation of the Company. Upon receipt of these reports negotiations were resumed between the Company and the employés concerned for settlement of the differences in question. These negotiations were continued up till July 18, when a strike was declared of the employés concerned. Strike continued up till August 2, when it was announced that a settlement had been arrived at through Government intervention, the strike being declared off.
Mar. 19	Grand Trunk Pacific Railway Company and telegraph and station employés.	Employés...	G. T. P. Lines.....	75	Concerning rules and rates of pay.	His Honour Judge D McGibbon (*C*)[3]. Donald Ross (*E*)[2]. W. T. J. Lee (*M*)[1].	Apr. 22	July 7	A unanimous report was presented by the Board which made certain recommendations for the settlement of the dispute. No cessation of work occurred.
Mar. 22	Dominion Atlantic Railway Company and employés.	Employés...	Kentville, N.S.....	4 dir. 25 indir.	Concerning terms of employment and dismissal of certain employés.	Honourable John N. Armstrong (*C*)[4]. McCallum Grant(*E*)[2] Aaron A. R. Mosher, (*M*)[1].	Apr. 29	May 12	Report of Board was accompanied by a minority report signed by Mr. Aaron A. R. Mosher, member appointed on behalf of the employés which was accepted by them. The Department was informed by the Company that there would be no discrimination on its part between union and non-union men. No cessation of work occurred.
May 2	Canadian Northern Railway Company and its blacksmiths, members of Blacksmiths' Railway Union, No. 147.	Employés...	Winnipeg, Man.....	30	Concerning demand for new working agreement, increased wages and shorter hours.	.....	.....	.....	No Board established, settlement having been arrived at between the parties concerned.
May 2	Canadian Northern Railway Company and its blacksmiths' helpers, members of Blacksmiths Helpers' Lodge, No. 335.	Employés...	Winnipeg, Man.....	Betw'n 30 and 40	Concerning demand for new working agreement, increased wages and shorter hours.	.....	.....	.....	No Board established, settlement having been arrived at between the parties concerned.

May 2	Canadian Northern Railway Company and its machinists, members of Fort Garry Lodge, No. 189, International Association of Machinists.	Employés...	Winnipeg, Man.....	325	Concerning demand for new working agreement and increased wages.	.....	.....	.....	No Board established, settlement having been arrived at between the parties concerned.
May 2	Canadian Northern Railway Company and its machinists' helpers, members of Federal Union, No. 4.	Employés...	Winnipeg, Man.....	57	Concerning demand for new working agreement, increased wages and shorter hours.	.....	.....	.....	No Board established, settlement having been arrived at between the parties concerned.
May 2	Canadian Northern Railway Company and its moulders, members of Moulders' Union, No. 174	Employés...	Winnipeg, Man.....	13	Concerning demand for new working agreement, increased wages and shorter hours.	.....	.....	.....	No Board established, settlement having been arrived at between the parties concerned.
May 2	Canadian Northern Railway Company and certain employés, members of Brotherhood of Railway Carmen, Northern Star No. 371, and Plumbers, Gas and Steamfitters' Union, No. 479.	Employés...	Winnipeg, Man.....	432	Concerning demand for new working agreement, increased wages and shorter hours.	Wm. Elliott Macara (*C*)[3]. David H. Cooper (*E*)[1]. Philip C. Locke (*M*)[1].	May 23	June 28	Board presented a unanimous report making certain recommendations for a settlement. Award was not accepted by employés concerned, some of whom declared strike on July 7. Strike continued until September 27, when the men returned to work on the terms of the Board's award.
May 2	Canadian Northern Railway Company and its boilermakers, boilermakers' specialists and boilermakers' helpers, members of Boilermakers and Iron Ship Builders of America, Fort Garry, No. 451, and Boilermakers, Iron Builders and Helpers, No. 212.	Employés...	Winnipeg, Man.....	170	Concerning demand for new working agreement, increased wages and shorter hours.	David H. Cooper (*E*)[1].	.....	.....	Pending establishment of Board a settlement was arrived at between parties concerned.
June 21	Intercolonial & Prince Edward Island Railways and telegraphers, train despatchers and station agents, members of Order of Railroad Telegraphers.	Employés...	Canadian Government Railway System.	490	Concerning proposed amendments to schedule and alleged mistreatment of certain employés.	His Honour Judge John A. Barron (*C*)[3] J. H. Gilmour (*E*)[1]. J. G. O'Donoghue (*M*)[1].	1911 Jan. 4	1911 Feb. 20	Establishment of Board was postponed owing to arrangements being made for a conference between the Government Railways Managing Board and representatives of the employés concerned. A request was received from the employés on November 14, 1910, for a Board, no settlement having been arrived at. A unanimous report was received, making certain recommendations for the settlement of the dispute, which were accepted by the Government Railways Managing Board and by the employés.

1. RAILWAYS—*Continued.*

Date of receipt of Application.	Parties to Dispute.	Party making Application.	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (*C*) Chairman; (*E*) Employer; (*M*) Men.	Date on which Board was constituted.	Date of receipt of Report of Board.	Result of Reference.
1910									
June 28	Grand Trunk Railway Company and brass workers in Montreal, members of Brass Workers, Local 320.	Employés...	Montreal, Que.....	24	Concerning demand for minimum rate of 30 cents per hr.	A. G. B. Claxton(*C*)[4] Wm. Aird (*E*)[1]. C. Rodier (*M*)[1].	July 13	July 30 Aug. 2	Report of Board was accompanied by a minority report, signed by Mr. Wm. Aird, member appointed on behalf of the Company. Report was accepted by the employés concerned. No cessation of work occurred.
								1911	
Sept. 3	Canadian Pacific Railway Company and maintenance-of-way employés.	Employés...	C. P. R. System in Canada.	4,000	Concerning demand for increased wages and revision of schedule.	His Honour Judge D McGibbon (*C*)[4]. F. H. McGuigan (*E*)[1] W. T. J. Lee (*M*)[1].	Sept. 21	Mar. 1 Mar. 4	Report of Board was accompanied by minority report signed by Mr. F. H. McGuigan, member appointed on behalf of the Company. Department was informed that the majority report was accepted by Company and employés concerned.
Sept. 3	Grand Trunk Pacific Railway Company and maintenance-of-way employés.	Employés...	Whole system of G.T.P.Railway.	1,000	Concerning demand for increased wages and revision of schedule.	His Honour Judge D McGibbon (*C*)[3]. J. W. Dawsey (*E*)[1]. W. T. J. Lee (*M*)[1].	Sept. 21	Jan. 7	Report of Board was accompanied by minority report signed by Mr. J. W. Dawsey, member appointed on behalf of the Company. Report was accepted on behalf of employés concerned. The Company, however, declined to be bound by the Board findings. No cessation of work occurred.
Sept. 3	Canadian Northern Railway Company and maintenance-of-way employés.	Employés...	C.N.R. System in Canada.	1,800	Concerning demand for increased wages and revision of schedule	His Honour Judge D McGibbon (*C*)[3]. F. H. McGuigan (*E*)[1] W. T. J. Lee (*M*)[1].	Sept. 22	Mar. 2 Mar. 10	Report of Board was accompanied by minority report signed by Mr. F. H. McGuigan, member appointed on behalf of the Company. Employés accepted Board findings. Company, however, declined to be bound by the same, but accepted instead the minority report. No cessation of work occurred.
1911									
Feb. 10	Kingston & Pembroke Railway Company and firemen and hostlers, members of the Brotherhood of Locomotive Firemen and Enginemen.	Employés...	Kingston, Ont.....	11 dir. 20 indir.	Concerning demand for increased wages and revision of rules.	.....	.....	.....	Department advised parties concerned that further effort should be made to effect settlement and on March 11, 1911, was informed that an amicable settlement had been arrived at.

2. Street Railways.

1910 July 5	Toronto Railway Company and employés, members of Toronto Railway Employés' Union, No. 113	Employés...	Toronto, Ont.....	1,300	Concerning demand for new working agreement.	His Honour Judge John A. Barron (*C*)[3]. J. P. Mullarkey (*E*)[1]. J. G. O'Donoghue (*M*)[1].	July 16	Aug. 20	A unanimous report was presented by Board making certain recommendations for settlement of dispute, which were accepted by both parties concerned.
Aug. 22	British Columbia Electric Railway Company and linemen, members of Local No. 213 International Brotherhood of Electrical Workers.	Employés...	Vancouver and vicinity.	50	Concerning demand for dismissal of foreman of linemen.	A. E. Beck (*E*)[1]. Jas. H. McVety(*M*)[1].	....	Sept. 12	Constitution of Board not completed, the parties concerned having arrived at a settlement of the matters in dispute.
Oct. 22	Winnipeg Electric Railway Company and conductors and motormen members of Amalgamated Association of Street Railway Employés of America, Local No. 99	Employés...	Winnipeg, Man.....	603	Concerning alleged discrimination against certain employés, members of Amalgamated Association of Street Railway Employés.	W. J. Christie (*C*)[3]. Capt. Wm. Robinson (*E*)[1]. L. L. Peltier (*M*)[1].	Nov. 11	Dec. 13 Dec. 15	Report of Board was accompanied by a minority report signed by Mr. L. L. Peltier, member appointed on the recommendation of the employés concerned. Employés ceased work on December 16, 1910, to enforce their demand for reinstatement of four discharged employés. A settlement was effected through the intervention of Citizens' Committee by which strike was terminated on December 31, 1910.

3. Shipping.

Mar. 14	Allan Line, Donaldson Line, Thomson Line, Leyland Line, White Star-Dominion Line, Canada Line, South African Line, Mexican Line, Manchester Liners, Black Diamond Line, Head Line, Canadian Pacific Railway Line, and all other owners of steamships navigating to Montreal and Syndicated Longshoremen of Montreal.	Employés...	Montreal, Que.....	1,800	Concerning wages and conditions of employment.	Honourable Mr. Justice T. Fortin(*C*)[4] Wm. Lyall (*E*)[1], Gustave Francq(*M*)[1]	Apr. 7	Apr. 20	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute, which were accepted by both parties concerned, an agreement being entered into effective for a period of five years. In connection with the same a permanent Board of Conciliation was established to settle such grievances as might from time to time be complained of.

3. SHIPPING.—*Continued.*

Date of receipt of Application.	Parties to Dispute.	Party making Application.	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (*C*) Chairman; (*E*) Employer; (*M*) Men.	Date on which Board was constituted.	Date of receipt of Report of Board.	Result of Reference.
1910									
Aug. 8	Allan Line, Donaldson Line, Thomson Line, Leyland Line, White Star-Dominion Line, Canada Line, South African Line, Mexican Line, Manchester Liners Black Diamond Line, Head Line, CanadianPacific Railway Line and all other owners of vessels navigating in the Port of Montreal and the Ship Liners of the Port of Montreal.	Employés...	Montreal, Que.....	200	Concerning wages, hours, and conditions of employment.	W. D. Lighthall (*C*)[4]. J. Herbert Lauer(*E*)[1] George Poliquin(*M*)[1]	Aug. 22	Sept. 16 Sept. 17	Report of Board was accompanied by a minority report signed by Mr. J. Herbert Lauer, member appointed on the recommendation of the Shipping Federation of Canada. The report was acceptable to the employés concerned; the Shipping Companies, however, in a communication addressed to the Department, expressed themselves as unable to accept the majority report. No cessation of work occurred.
Sept. 10	Canadian Pacific Steamship Company and its employés commonly known as deckhands, at Vancouver and Victoria, members of Sailor's Union of the Pacific.	Employés...	Vancouver and Victoria, B.C.....	86 dir. 50 indir.	Concerning wages, hours, and conditions of employment.	His Honour Judge W. W. B. McInnes (*C*)[3]. G. E. McCrossan(*E*)[2] J. H. McVety (*M*)[1]	Oct. 27	Nov. 28	A unanimous report was presented by Board making certain recommendations for the settlement of the dispute, which were accepted by the employés concerned. The Company maintained that it had no dispute with its employés and that, therefore, no action on its part was necessary. No cessation of work occurred.

4. COMMERCIAL TELEGRAPHERS.

June 23	Canadian Pacific Railway Company and commercial telegraphers, members of Commercial Telegraphers' Union of America.	Employés...	Commercial telegraph lines of C.P. Railway.	600	Concerning wages and conditions of employment.	J. E. Duval (*C*)[3]. F. H. McGuigan(*E*)[1]. D. Campbell (*M*)[1].	July 7	July 25	A unanimous report was presented by Board in which it was stated that an agreement was concluded between the parties concerned on all points at issue.
1911									
Mar. 3	Great North Western Telegraph Company of Canada and telegraphers, members of Commercial Telegraphers' Union of America.	Employés...	All offices operated by the G. N. W. Telegraph Company of Canada.	200 dir. 1,100 indir.	Concerning wages and conditions of employment.	Hon. Mr. Justice J. V. Teetzel (*C*)[3]. Frederick H. Markey (*E*)[1]. D. Campbell (*M*)[1].	Mar. 30	.....	Proceedings unfinished.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

TABLE SHOWING PROCEEDINGS UNDER ACT FROM MARCH 22, 1907, TO MARCH 31, 1911.

	Applications concerning disputes in mines and public utilities. 103											Applications concerning disputes in industries other than mines and public utliities. 3	Total applications under Act. 106
	Concerning mines and smelters. 44		Concerning transportation and communication. 58									Concerning civic employés. 1	Disputes referred by consent of parties concerned under sec. 63 of I.D.I. Act, 1907. 3	106
	Coal mines.	Metalliferous mines.	Railways	Street railways	Longshoremen	Freight handlers	Teamsters	Sailors	Ship liners	Deck hands	Commercial telegraphers			
[1],[2]Strikes averted or en'd	32	5	37	6	3	2	1	1	1	1	2	1	3	95
Strikes not averted or ended	4	2	3	1	0	0	0	0	0	0	0	0	0	10

[1] In the case of a dispute between the North Atlantic Collieries Company, Limited, of Port Morien, N.S., and its employés, operations in the Company's mines had been discontinued at the time of the investigation, the Company itself having gone into liquidation.

[2] At the close of the financial year results were still pending in connection with the application made on behalf of the commercial telegraphers employed by the Great North Western Telegraph Company of Canada.

THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF APRIL, 1911.

DURING the month of April two applications for the establishment of Boards of Conciliation and Investigation were received in the Department as follows:—

1. On behalf of certain employés of the following firms: The John Ritchie Company, Limited, The William A. Marsh Company, Limited, Gale Brothers and Mr. J. M. Stobo, boot and shoe manufacturers of the City of Quebec. The number of employés affected was stated to be sixty-eight directly and 875 indirectly.

2. On behalf of the employés, members of District No. 18, United Mine Workers of America, of the Coal Mining Companies comprising the Western Coal Operators' Association. The number of employés affected was stated to be 6,000 directly, and an indefinite number indirectly.

Other Proceedings under the Act.

Four applications were received in the Department on April 3 for the establishment of Boards of Conciliation and Investigation to adjust matters in dispute between the following firms and certain employés: The John Ritchie Company, Limited, The William A. Marsh Company, Limited, Gale Brothers, and Mr. J. M. Stobo, boot and shoe manufacturers of the City of Quebec. As the boot and shoe making industry does not fall under the class of public utilities the consent of both employers and employés had to be obtained for the establishment of a Board of Conciliation and Investigation. (See section 63 of the Industrial Disputes Investigation Act.) This was accordingly done, and at the same time the respective parties agreed to refer the differences to a joint Board. In

each of the applications above mentioned the matters in dispute related to the question of wages. The total number of employés affected by these disputes was said to be sixty-eight directly and 875 indirectly.

A Board of Conciliation and Investigation was established by the Minister of Labour on April 15, and was constituted as follows: Mr. Felix Marois, Quebec, Que., member appointed on the recommendation of the employing Companies; Mr. Joseph Alphonse Langlois, Quebec, Que., member appointed on the recommendation of the employés concerned; and Dr. G. W. Jolicœur, Quebec, Que., Chairman, appointed on the joint recommendation of the foregoing members of the Board.

On April 13 a telegram was received in the Department asking for the establishment of a Board of Conciliation and Investigation to deal with matters in dispute between the Coal Mining Companies comprising the Western Coal Operators' Association and employés, members of District No. 18, United Mine Workers of America. This was followed by the customary form of application on April 21. In this application it was stated that the matters in dispute related to the making of a new agreement to replace one expiring on March 31, 1911. The number of employés affected was given as 6,000 directly and an indefinite number indirectly.

A Board of Conciliation and Investigation was established by the Minister of Labour on April 13, and was constituted as follows: Mr. Colin Macleod, Macleod, Alta., member appointed on the recommendation of the employing Companies; Mr. A. J. Carter, Fernie, B.C., member appointed on the recommendation of the employés concerned; and Rev. C. W. Gordon, D.D., Winnipeg, Man., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board.

The Department was informed that the first meeting of the Board would be held on April 25 at Lethbridge, Alta.

Outline of Events prior to Establishment of Board.

The above dispute between the Coal Mining Companies comprising the Western Coal Operators' Association and their employés resulted from a failure of the miners' and mine owners' committees to agree upon any arrangement to take the place of a two years' agreement which was expiring on March 31, 1911. Joint conferences for the purpose of negotiating a new agreement were held in Calgary during the month of March, and terminated on March 24 without any settlement being reached. In anticipation of the matters in dispute not being adjusted by conference, the Minister of Labour instructed Mr. J. D. McNiven, of the staff of the Department of Labour, to proceed to Fernie for the purpose of lending the good offices of the Dominion Government in any way which might be found of service, also to facilitate and expedite the establishment of a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act in the event of the parties concerned being unable of themselves to arrive at an understanding.

On being apprised of the possibility of the employés in question ceasing work on April 1, the Minister of Labour addressed a telegram to the President, Vice-President and Secretary of the District Union of the United Mine Workers of America, to which the employés concerned were understood to belong, with the object of preventing, if possible, the interruption of operations in the coal mining districts concerned. The message in question was in part as follows:—

"The Government is prepared to do all in its power to secure to the miners of British Columbia and Alberta fair play and justice in the consideration of any of their demands, and to facilitate in every way possible the means necessary to this end, and in the public interest, not less than the interest of the miners, it is hoped that those in positions of responsibility and authority will co-operate with the Government in its endeavour to prevent any step being taken which might prove of serious injury to

the general public as well as prejudicially affect the cause of either of the parties."

Notwithstanding the efforts which were put forth to secure a continuance of mining operations pending the investigation of the dispute by a Board established under the Industrial Disputes Investigation Act, the employés concerned, to the number of 6,000, ceased work on April 1. The mines were accordingly closed down and remained closed during the month of April.

Kingston and Pembroke Railway dispute settled.

The Minister of Labour was informed on March 14 that a settlement had been effected of certain differences existing between the Kingston and Pembroke Railway Company and its firemen and hostlers, members of the Brotherhood of Locomotive Firemen and Enginemen; in connection with which an application had been made on February 19 for the establishment of a Board of Conciliation and Investigation to which the matters in dispute might be referred for adjustment. The points at issue related to a demand on the part of the employés for an increase of wages and for alterations in the rules governing their employment. The number of employés concerned was eleven directly and twenty indirectly. The establishment of the Board was delayed pending further negotiations between the parties for an amicable settlement.

The following letters were received in the Department from the Company and employés concerned in connection with the adjustment of the above dispute.

"The Canadian Pacific Railway Company
Law Department.

MONTREAL, 13th March, 1911

"F. A. ACLAND, Esq.,
Deputy Min. of Labour and Registrar of Boards of Conciliation and Investigation,
Ottawa, Ont.

"SIR:

"Re Industrial Disputes Act, Kingston & Pembroke Ry. and its firemen and hostlers.

"I am instructed by the Vice-President and General Manager of the Kingston & Pembroke Railway Company to inform you that settlement has been effected of the differences existing between it and its firemen and hostlers.

"I have the honour to be,
Sir,
Your obedient servant,

(Signed) E. W. BEATTY,
General Solicitor."

"Brotherhood of Locomotive Firemen and Enginemen.

KINGSTON, March 11th, 1911.

"Mr. F. A. ACLAND,
Deputy Minister of Labour,
Ottawa, Ontario.

"DEAR SIR:—Under date of February 9th, a Committee and I, on behalf of the firemen and hostlers employed on the Kingston & Pembroke Railway, made application to the Department for a Board of Conciliation and Investigation to inquire into certain disputes then existing between the officials of the Kingston and Pembroke Railway Company and above mentioned employés regarding rules and wages governing their employment.

"Under date of February 25th, I was advised by the Department that the Acting General Superintendent of the Kingston & Pembroke Railway had been instructed to take up the matters in dispute with the employés having in view the reaching of an amicable settlement.

"The wishes of the Kingston and Pembroke Railway Officers being granted, I am now in a position to inform you that on this date a satisfactory agreement has been made and signed, effective March 1st, therefore the services of a Board of Conciliation and Investigation on this question is not required.

"Thanking you for prompt action on this question and your earnest desire to settle this dispute,

I remain,
Sincerely yours,

E. A. BALL,
1st Vice-President B. of L.F.& E.

AGREEMENT BETWEEN CANADIAN NORTHERN RAILWAY COMPANY AND MAINTENANCE-OF-WAY EMPLOYEES.

Reference has been made in the April number of the *Labour Gazette* to a dispute between the Canadian Northern Railway Company and its maintenance-of-way employés. On April 28 the Minister of Labour received a telegram from the Superintendent of the above mentioned Company to the effect that a satisfactory settlement of all matters in dispute had been arrived at between that Company and the employés concerned.

The text of the agreement between the Canadian Northern Railway Company and its maintenance-of-way employés in the above matter, under date of April 28 is as follows:—

Section 1. By permanent maintenance-of-way employés is meant men employed in the track, bridge and building department, signalmen, pumpmen and pump repairers on such parts of the line that are open for traffic, and who have been in the maintenance-of-way service continuously for one year or more, or who have had one year's cumulative service during the three years immediately preceding, and the same will hereafter be referred to as employés. Labourers in extra gangs, unless practically engaged the year round, will not be ranked as permanent employés.

Section 2. Ten hours shall constitute a day's work. When required to work in excess of ten hours, time and a half will be allowed for such excess and for work done on Sundays and Christmas Day.

(*a*) The hours of track and bridge watchmen and signalmen will be twelve hours in each twenty-four. Twelve hours either continuously or intermittently, will constitute a day, but they shall receive at least eight hours' rest in each twenty-four.

(*b*) At regular pumping stations, where the amount of work is such that it is necessary for pumpmen to work continuously for twelve hours in order to keep the supply up, overtime, if worked, will be paid for pro rata up to 24K, and between 24K and 7K at rate of time and a half.

(*c*) In cases of emergencies employés will not be required to work more than twenty-four hours continuously without a rest of eight hours.

(*d*) Section foremen and sectionmen travelling on orders of the Company to and from work after regular working hours will be allowed straight time. Members of bridge and building gangs travelling on orders of the Company to and from work after their regular hours will be allowed straight time, except when provided with boarding and sleeping cars to carry them to and from work. Members of regular bridge and building gangs travelling in boarding cars at the request of the Company on Sundays, between 7K and 18K will be allowed straight time.

(*e*) Foremen, provided they remain on duty, will be allowed straight time for wet days.

Section 3. Employés taken off their regular sections temporarily to work on snow or tie trains or other work, will be compensated for the boarding and lodging expenses incurred.

(*a*) Bridge and building employés taken from their places of residence or boarding outfits over night will be compensated for the extra expense they necessarily incur, such expense not to exceed 75 cents per day.

Section 4. Employés required to attend to and light semaphore or switch lamps before or after regular working hours will receive therefor $4 per month for six or less lamps, and 50 cents per lamp per month for those in excess of six. When lamps are located beyond the yard limits they will be attended to during regular working hours.

Section 5. Employés will be promoted hereafter on their respective Superintendent's division in order of seniority, provided they are qualified. The several senior qualified employés shall be advised of all vacancies in the position of foreman, and their applications, if presented within five days after being notified, will be considered. Employés may be transferred from one division to anoth-

er for extra gang work, or on opening of new lines, or when the necessary qualified men for maintenance-of-way work are not obtainable on the division.

(*a*) In promoting employés to the position of Roadmaster or Bridge and Building Master, men may be taken from any point on the system, according to seniority, if competent.

(*b*) Employés refusing promotion will become junior to those accepting such promotion.

(*c*) An employé who is transferred to another Department, or from the Bridge and Building Department to the Track Department, or vice versa, at his own request, will lose his seniority standing.

(*d*) Employés unable to read or write English need not be promoted.

(*e*) A list of all employés will be prepared for each Superintendent's Division, and such lists will show the seniority standing of each employé. The lists will be revised from time to time to agree with the length of service and promotions made, and a copy will be furnished to employés' representative, which will be open for inspection and correction on proper representation.

(*f*) In event of a reduction in the number of men employed, those longest in the service shall be given preference of employment.

(*g*) Employés leaving the service of the Company when their services are required, in the event of re-employment will rank as new men.

(*h*) The position of track and bridge watchman and signalman is not one subfect to the general rules of promotion, being intended to take care of men in any department who become unfitted for other service.

Section 6. Leave of absence and free transportation will be granted to members of duly appointed Committees for the adjustment of matters in dispute between the Company and employés, so far as is consistent with good service, within ten (10) days after request in writing has been made on the proper officers.

Section 7. Employés suspended or dismissed, who consider they have been unjustly treated, will receive full and impartial hearing, and will be advised of decisions reached within fifteen days after the time of their suspension or dismissal. Should the investigation show that the suspension or dismissal was unjust, time will be allowed and employé reinstated. Appeals from decisions must be made in writing by the employé through his Roadmaster or Bridge and Building Master within fifteen (15) days after being advised of such decision.

(*a*) Permanent employés leaving service of the Company from any cause whatever will be furnished with service letter if requested.

Section 8. Employés will be granted leave of absence four times a year. Free transportation will not extend beyond their Superintendent's Division, and the leave of absence will not exceed two days, and then only when consistent with good service, and provided the Company is not put to any additional expense.

Section 9. Permanent employés will be granted once per year transportation to any point on system in favour of themselves and members of their families dependent upon them for support.

Section 10. The Company will keep all section houses in good repair, the cost of repairs, other than ordinary wear and tear, to be charged to occupants.

Section 11. Where water is transported for use of section gangs, good water will be provided.

Section 12. A member of the household of permanent employés will be furnished with free transportation once a month to and from points where reasonable prices prevail, for the purpose of purchasing supplies. Such transportation may be used by a member of the family only.

Section 13. Free transportation will be granted to nurses when their services are required by employés in isolated districts, from points where they are obtainable, on presentation of a certificate from attending physicians.

Section 14. Bridge and building gangs shall be composed of:—

1. Foremen.
2. Carpenters, who shall be skilled mechanics in house and bench work, and have a proper kit of carpenters' tools.

3. Bridgemen, who shall be rough carpenters, expert saw, axe and hammermen, and have a general experience in bridge work.

(*a*) The rates of pay of bridge and building employés will be increased 15 cents per day each year until the maximum rate is reached, and after five years continuous service they will receive the maximum rate for their class of service.

RATES OF PAY

Trackmen:	Per day.
Section foremen at Port Arthur, Winnipeg, Brandon, St. Boniface and Edmonton	$3.20
Section foremen at Atikokan, Rainy River, Portage la Prairie Dauphin, Kamsack, Humbolt, North Battleford, Vermillion, Emerson, Belmont, Swan River, Prince Albert, Saskatoon, Neepawa, Morris, Fort Frances, Morinville, Kipling and Beaudette	3.00
At all other points	2.90
Sectionmen or permanent labourers in all first and second-class yards	2.05
At all other points	2.00
Assistant foremen in yards	2.90
Foremen of extra gangs	$2.85 to 3.85
First assistant foreman on extra gang	2.90
Second assistant foreman on extra gang	2.80
Snow plow foreman in charge of snow plow or flanger, 45 cents per hour.	
Section foreman or men working in snow plow or flanger when called for duty, 37 cents per hour, and expenses	
	Per month
Signalmen at level crossings	53.50
Signalmen at interlocking crossings, 13 levers or under	57.00
Signalmen at interlocking crossings, 13 levers and under 24	62.00
Signalmen at interlocking crossings, 24 levers or over	77.00
Signal repairmen or maintainers	65.00

Bridge and Building men:	Per day.
Yard foremen and shop foremen	$4.15
Road foremen	4.00
Carpenters	$3.25 to 3.50
Bridgemen	2.50 " 3.25
Bridge and building labourers	2.15
Bridge watchmen, per month	60.00
Pump repairers (Expenses while away from headquarters not to exceed $1 per day West of Winnipeg, and 75 cents per day East of Winnipeg	$93.00
	Per month
Pumpmen (one pump)	56.50
Pumpmen (two pumps)	62.50
Pumpmen (three pumps)	72.50
Single pump where two men are employed	61.50

These rules will not take away any privileges that are now in effect with employés. They will become effective April 28, 1911, and will remain in force until either party, desiring a change, gives the other party sixty (60) days' notice.

For Maintenance-of-Way Employés

(*Sgd.*) F. H. FLJOZDAL,
General Chairman.

For the Canadian Northern Railway Company,

(*Sgd.*) J. R. CAMERON,
General Superintendent.

WINNIPEG, April 28, 1911.

New rates in this schedule effective March 1, 1911.

(*Sgd*). J. R. CAMERON,
General Superintendent.

A BUREAU OF LABOUR ESTABLISHED IN SASKATCHEWAN.

UNDER date of March 23, 1911, an Act "Respecting the Bureau of Labour" was passed by the Saskatchewan Legislature. The aims and objects of the Bill are defined in the Act, the text of which is as follows:—

1. There shall be attached to the Department of Agriculture a bureau to be styled "The Bureau of Labour."

2. The Lieutenant Governor in Council may appoint a secretary of the said Bureau and may also appoint such other

officers as may be necessary for the proper conduct of the Bureau.

3. It shall be the object of the Bureau to collect, assort, systematise and publish information and statistics relating to:–

(*a*) Employment, wages and hours of labour throughout the province;

(*b*) Strikes or other labour difficulties;

(*c*) Co-operation, trades unions, labour organisations;

(*d*) The relations between capital and labour and other subjects of interest to workingmen;

(*e*) The commercial, industrial and sanitary conditions surrounding workingmen; and

(*f*) Such other matters as relate to the permanent prosperity of the industries of the province.

Immediately that the Bill, which passed the House without division or amendment, became law, an Order-in-Council was passed appointing Mr. Thomas M. Molloy Secretary of the Bureau.

WAGES AND COST OF LIVING IN THE UNITED STATES.—COMPARISON WITH CONDITIONS IN THE UNITED KINGDOM.

SIX years ago an extended series of investigations was begun by the Board of Trade of Great Britain into the cost of living for the urban working class in the principal industrial countries of the world. The investigation was designed to cover the United Kingdom, Germany, France, Belgium, and the United States of America. The results of the investigation have been published from time to time in special reports dealing with the several countries above mentioned in the order in which they are named. The last of these volumes, viz., that dealing with conditions in the United States, has been issued under date of April, 1911. Its contents are of special interest to workpeople in this country, in view of the close commercial and industrial relations subsisting between Canada and the United States, and the general similarity of standards and habits of living, other conditions being equal, in the two countries.

Scope of the Investigation.

The investigation was conducted in twenty-eight cities of varying population, all but two lying east of the Mississippi river, and being in the states in which industrial and urban development have been chiefly concentrated. These cities had in 1910 an aggregate population of 15,488,140. As the investigation in most cases covered portions of surrounding territory the statistics are probably representative of a still larger population.

The subjects primarily investigated were, wages and hours of labour, rents and housing conditions, retail prices of food, and the expenditures of working-class families on food. The statistical data all had reference to February, 1909.

The introductory chapter of the report, which outlines the character and purpose of the investigation, contains a valuable analysis of the industrial life of the United States and the effect thereon of geographical and climatic conditions, race variations, immigration, &c.

Wages and Hours of Labour.

Separate returns were obtained from about 1,300 representative employers. The following table compares the range of weekly wages in certain occupations in England and Wales, and in the United States.—

OCCUPATION.	Predominant Range of Weekly Wages.	
	England and Wales. (October, 1905).	United States. (February, 1909).
Building trades—		
Bricklayers	37s. 6d. to 40s. 6d.	110s. to 125s.
Stonemasons	37s. 2d. to 39s. 4d.	96s. 3d. to 110s.
Carpenters, Joiners	36s. 2d. to 39s. 4d.	68s. 9d. to 90s.
Plasterers	36s. 6d. to 41s. 8d.	100s. to 119s. 2d.
Plumbers	35s. 4d. to 39s. 9d.	87s. 6d. to 112s. 6d.
Painters	31s. 6d. to 37s. 6d.	65s. to 85s.
Hod Carriers and Bricklayers' Labourers	24s. 4d. to 27s.	50s. to 68s. 9d.
Engineering Trades:—		
Fitters	32s. to 36s.	63s. 4d. to 74s. 6d.
Turners	32s. to 36s.	
Smiths	32s. to 36s.	67s. 8d. to 85s. 4d.
Patternmakers	34s. to 38s.	74s 6d. to 91s. 8d.
Labourers	18s. to 22s.	37s. 6d. to 43s. 9d.
Printing Trades:—		
Hand Compositors (Job Work)	28s. to 33s.	68s. 9d. to 81s. 3d.

Roughly, the above table shows that wages in the United States are about two and one-third times as high as in England.

The average hours of labour in the United States was shown by the investigation to be about four per cent. shorter than in England and Wales, hours being about eleven per cent. shorter in the building trades, seven per cent. shorter in the printing trades, and six per cent. longer in the engineering trades.

Housing and Rents.

The report contained a very interesting description of housing conditions in the United States, and of the main points in which they differ from the conditions prevailing in England. The predominant rents for three, four, five, and six roomed houses in England and Wales, and in the United States respectively, are shown below:—

NUMBER OF ROOMS PER DWELLING.	Predominant Range of Weekly Rents.	
	England and Wales.	United States.
Three rooms	3s. 9d. to 4s. 6d.	6s. 9d. to 9s. 7d.
Four rooms	4s. 6d. to 5s. 6d.	8s. 6d. to 12s.
Five rooms	5s. 6d. to 6s. 6d.	11s. 6d. to 14s. 11d
Six rooms	6s. 6d. to 7s. 9d.	13s. to 17s. 4d.

As a result of a careful calculation, the conclusion is arrived at that the United States workman pays on the whole twice as much as the English workman for the same amount of house accommodation.

Retail Prices.

The following table shows the retail prices in England and Wales and in the United States, at the dates of the respective investigations, of those articles of food for which comparative prices can be given:—

COMMODITY.	Predominant Range of Retail Prices.	
	England and Wales (October, 1905).	United States (February, 1909).
Sugar, per lb.	2d.	2½d. to 3 d.
Cheese, per lb.	7d.	10d.
Butter, per lb.	1s. to 1s. 1d. 1s. 2d.	1s. 4d. to 1s. 5½d.
Potatoes, per 7 lb.	2½d. to 3½d.	5¾d. to 8¼d.
Flour, per 7 lb.	8d. to 10d.	11½d. to 1s. 1½d.
Bread, per 4 lb.	4½d. to 5½d.	10¾d. to 11½d.
Milk, per quart.	3d. to 4d.	4¼d. to 4¾d.
Beef, per lb.	7½d. to 8½d. 5d. to 6d.	6d. to 8d.
Mutton, per lb.	7½d. to 9d. 4d. to 5d.	6½d. to 8½d.
Pork, per lb.	7½d. to 8½d.	5¾d. to 7½d.
Bacon, per lb.	7d. to 9d.	8½d. to 10d.

On the basis that an English workman with an average family would maintain under conditions in the United States the same standard of expenditure on food as in Great Britain, the finding of the report is that retail prices of food are about thirty-eight per cent. higher in the United States than in Great Britain.

Summing up, it is deduced that an English workman coming to the United States would have his wages increased about 130 per cent., with slightly shorter hours, and his expenditure on food and rent increased by about fifty-two per cent. Such a comparison is necessarily subject to several qualifications, and these are discussed at length in the report.

A very interesting section of the report is that which records in full detail the results of the investigation into family budgets among the American working classes.

The major portion of the volume is given up to a series of reports on the several towns included in the investigation. These reports contain in each case a minute analysis of working and living conditions, the publication of which should assist materially in the study of industrial and social problems on this continent and in the movement for the betterment of living conditions among the working classes.

REVIEW OF PARLIAMENTARY PROCEEDINGS AFFECTING LABOUR DURING APRIL, 1911.

THE debate on the second reading of the Bill entitled *An Act Respecting Hours of Labour on Public Works*, to which reference has been made in previous numbers of the *Labour Gazette*, was continued in the Senate on April 19, 20, 26 and 27, second reading being given to the Bill on the last mentioned date. Those participating in the debate were Honourable Messrs. Ellis, Cloran, Beique, Legris, Campbell, Costigan, Ross (Halifax), Wilson, Poirier, Sir Richard Scott, and Sir Mackenzie Bowell.

On May 4 the Bill was referred to a Special Committee to be composed of the Honourable Messrs. Power, Lougheed, Sir Mackenzie Bowell, Casgrain, Watson, Ellis, Thompson, Baird, McMullen, Beique, Sir George W. Ross, Legris, and Campbell.

On April 28 the House of Commons concurred in the amendments which had been made by the Senate to Bill No. 97 of the Minister of Labour to prohibit the improper use of opium and other drugs. Reference has been made in the April number of the *Labour Gazette* to these amendments, which do not affect the principles of the Bill, the most important change being the addition of certain substances to the schedule of the measure. The Bill in its amended form is designed to regulate the sale and use of opium; morphine, its salts and compounds thereof; cocaine, its salts and compounds thereof; and eucaine, its salts and compounds thereof.

THE LONDON SICK AND ACCIDENT BENEFIT ASSOCIATION.

ON March 21, the London Sick and Accident Benefit Association was incorporated, with headquarters at London, Ont. The following particulars with reference to the Association are taken from its by-laws, and from a circular which was issued by it.

Objects of the Association.

The objects of the Association are stated to be:—

1. (*a*) To unite all persons of sound bodily and mental health, and of good moral character, and who are of the age of sixteen and under sixty.

(*b*) To give all moral and material aid in its power to its members and those dependent upon them.

2. To establish a fund for the relief of sick and distressed members.

3. To allow members in good standing weekly benefits, in event of loss of time on account of sickness or accident, and free medical attendance.

4. To secure for its members such other advantages as are from time designated by the constitution and by-laws of the Association.

Membership of the Association.

The members of the Association must be employés of the following firms: The McCormick Manufacturing Company, Limited; E. Leonard & Sons; D. S. Perrin & Company, Limited; Dennis Wire & Iron Works Company, Limited; George White & Sons Company, Limited; London Brass Works Company, Limited; Jose Caste Company; The Sherlock-Manning Piano & Organ Company; McLeod, Nolan & Company; Lawson & Jones, Limited; Globe Casket Company; Forest City Laundry & Carpet Cleaning Works; London Foundry Company, Limited; Rex Cigar Company; Battle Creek Toasted Corn Flake Company, Limited; Somerville Paper Box & Printing Company, Limited; Carling Brewing & Malting Company, Limited; London Printing & Lithographing Company, Limited; Empire Manufacturing Company, Limited; Cook-Fitzgerald Company, Limited; D. H. Gillies & Son; Wortman & Ward Company.

Anyone wishing to become a member must forward an application worded as follows:—

LONDON, ONT., — 191–

To the Officers and Members of
The London Sick and Accident Benefit Association,

LONDON, ONT.

GENTLEMEN,—I desire to become a member of The London Sick and Accident Benefit Association, and declare that I am an employé in the factory of..... that I am in good health, and of good moral character, and that I was....years of age on the.....day of.....191..

I enclose the sum of one dollar for first fee, and I hereby agree to pay such $.... monthly for assessment, and to abide by all the rules and regulations and by-laws of the Association which are now, or which may from time to time be in force.

....
Witness. *Applicant.*

.....
Address.

Applications for membership are laid before the Managing Committee, which has the power of accepting or rejecting them.

Form of Organization.

At the annual meeting of the Association, which is to be held in the month of January, the Managing Committee will be elected for the ensuing year. The members of each factory elect one of their number as their representative on the committee. Immediately after their election, the Managing Committee will meet, and choose from among themselves a president, first vice-president, second

vice-president, secretary, assistant secretary and treasurer.

The Managing Committee is also authorized to appoint at its first meeting an Executive Committee consisting of the president, the two vice-presidents and not less than two or more than four other members of the Managing Committee, who shall hold office for one year. The duties of the Executive Committee shall be to pass on and pay all claims for sick benefits and the ordinary expenses of the Association, and when the Managing Committee is not in session, to supervise and control the operations and superintend the business of the Association generally. The Executive Committee shall meet every two weeks, or at the call of the President, on the request of any member of the Managing Committee. The minutes of the proceedings of the Executive Committee shall always be open to the inspection of any member of the Managing Committee. A meeting of the Managing Committee may be called at any time by request of three of the Committee.

Conduct of Business.

Employés who are members of the Association, who are receiving wages of $1.25 per day and upwards, are required to pay the sum of 50 cents per month, and those receiving smaller wages shall pay 25 cents per month. The weekly benefits shall be $5 for members paying 50 cents per month, and $2.50 for those paying 25 cents. No member shall be entitled to full benefits for a shorter time than six days, or for a longer period than fifteen weeks, and ten weeks at half benefits, in any one year. One month's dues must be paid before a member is entitled to receive benefits, except in case of accident.

Physicians shall be elected annually, whose duty it shall be to attend to all sick members, and to provide them with proper and sufficient medicines during their illness. A certificate signed by the physician, specifying the nature of the affliction must be forwarded to the Secretary of the Association, as a notice that benefits are required, and a physician's certificate must be furnished every week so long as the sickness lasts, and immediately on recovery a declaring off certificate must be sent, reporting the recovery.

Should a sick member be able to walk out for exercise, he or she shall then report to a member of the Committee at least twice a week, and shall not remain out later than 7 p.m., from November 1 to May 1, and 9 p.m., from May 1 to November 1, and if leaving the city, sanction of the Committee must be previously obtained. No member when in receipt of sick pay shall be allowed to follow any employment, nor frequent gambling or public houses, nor get intoxicated, nor by any wilful act or misconduct delay or prevent their recovery. In urgent cases the Committee shall have power to employ a nurse, if absolutely necessary.

All funds in excess of $500 at the end of each quarter, may be placed to the credit of a special incidental fund, to be used for cases of urgent need not covered by the by-laws, and voted at any regular meeting of the Committee.

THE MODEL HOMES ASSOCIATION, OTTAWA.—COMPETITION FOR DESIGNS OF SMALL HOUSES.

AN Association has been organized in Ottawa, known as the Model Homes Association, to interest architects and draughtsmen throughout Canada in the designing of model homes for workingmen, suitable to the climatic conditions of Ottawa, and at the same time to place at the disposal of intending home-builders, free of charge, the assistance of the best architectural talent of the Dominion in this respect, to the end that houses costing from $1,000 to $2,500 may be made at once as comfortable, as healthful and as attractive as possible. The Association, it should be explained, is not one with anything to sell. It is not itself going into the house-building business. Its purpose rather is to help others to help themselves, with advantage not only to the individual but to the com-

munity as a whole. It is hoped that if the movement meets with success in Ottawa it may be taken up also in other cities with good results.

The first step taken by the Association has been the inauguration of a competition for designs of small houses. This competition is under the patronage of His Excellency Earl Grey, Governor-General; Honourable W. L. Mackenzie King, Minister of Labour; Mr. R. L. Borden, M.P.; and the Honourable Clifford Sifton, M.P., Chairman of the Commission of Conservation. The Committee which will adjudicate upon the designs is composed of Mr. Colborne P. Meredith, Architect, and member of the Ottawa Improvement Commission; Mr. L. Fennings Taylor, Architect; Mr. Noulan Cauchon, Consulting Engineer; and Dr. P. H. Bryce, Chief Medical Inspector of the Immigration Branch, Department of the Interior.

In an outline of the aims of the movement accompanying the published conditions of the competition it is stated:—

"A great many small houses are springing up in and around Ottawa, many being built by workingmen in their spare time, others by workingmen on a speculative basis. It is the aim of the Association, by education, and by the scheme of designs, outlined below, to raise these dwellings above the class of shacks, and to demonstrate to their owners that simplicity does not necessarily imply crudeness, that form and line can be successfully obtained in the smallest mass by a proper disposition of material, and that a carefully planned and economical house can be built which is much more suited to their needs than the present series of box-like rooms.

"This class of work, owing to lack of means on the part of the builders has heretofore not come under architectural influence.

"The Committee, in inviting designs, feels that the public spirit of the profession, draughtsmen and sanitarians throughout Canada should respond, not for the sake of any financial gain to be obtained thereby, but in an honest endeavour to do something for the public benefit.

"The architects are asked to submit schemes on a non-competitive basis, while the large number of prizes offered to the draughtsmen and students should offer some inducement to compete, especially as the problem, though fascinating, is not a large one.

"When a selection has been made it is the intention of the Committee to supply blue prints of any particular design to the prospective house-builder at a nominal sum to cover the cost of reproduction.

"The subject is one which should be of universal interest, and it is not the intention of the Committee to restrict the circulation of the designs to Ottawa, as persons resident in other places will be quite at liberty to avail themselves of the scheme. The Model Homes Association is not a philanthropic association, but it aims purely and simply at helping the small home-builder to help himself."

The conditions of the competition above referred to are as follows:—

Conditions.

CLASSIFICATION OF DESIGNS.

Designs are required for houses suitable for the needs of a workingman's family, at prices as follows:—

1. *Single houses with pitch roof.*

Class	1,	to cost	$1,000.00
"	2,	"	1,200.00
"	3,	"	1,400.00
"	4,	"	1,600.00
"	5,	"	1,800.00
"	6,	"	2,000.00
"	7,	"	2,500.00

2. *Pair of houses with pitch roof.*

Class	8,	to cost	$1,500.00 the pair.
"	9,	"	2,000.00 "
"	10,	"	2,500.00 "

3. *Single house with flat roof.*

Class	11,	to cost	$1,000.00
"	12,	"	1,200.00
"	13,	"	1,400.00
"	14,	"	1,600.00
"	15,	"	1,800.00

4. *Pair of houses with flat roof.*

Class	16,	to cost	$1,500.00 the pair.
"	17,	"	2,000.00 "
"	18,	"	2,500.00 "

PRIZES.

Prizes will be awarded in each class as follows:—

To design placed first....$15.00
" " " second. 10.00
" " " third... 5.00

The Committee reserves the right to withhold prizes in any class should the entries be deemed of insufficient merit.

Competitors may enter designs in any or all classes, and their designs should be clearly numbered to indicate in which class they are entered.

SIZE OF LOT AND ACCOMMODATION.

The customary sizes of lots in Ottawa are 66 feet frontage by 99 feet deep, and 50 feet frontage by 100 feet deep. The majority of such houses are built on half lots, 33 feet by 99 feet, or 25 feet by 100 feet, the latter being the more common size in the newer sections of the city.

The character of the accommodation and the disposal on the lot is left to the discretion of the competitor, as it is hoped that by this competition some original schemes will be evolved for the solution of the problem. All designs, however, should include bath-room and inside w. c., and wherever practicable, an open fireplace.

BASEMENT.

Wherever the design lends itself to such treatment, the competitor should dot on the basement plan the position of piers should the builder wish to proceed without a basement at the outset, with a view to constructing it later. (This is a condition likely to be frequently met with.)

CLEARNESS ESSENTIAL.

It should be clearly understood that elaboration of drawings is not required; competitors should bear in mind the fact that the probable builders will not be well versed in the reading of plans, hence simplicity is essential, especially in regard to figuring.

FLAT-ROOFED HOUSES.

Special attention is directed to the competitions for flat-roofed houses. These are at present the especial abomination in this class of property, but the Association, while not wishing to perpetuate this type among the builders, recognises that the flat roof is the result of economic conditions which have to be met. It is therefore hoped that some satisfactory schemes will be forthcoming to solve this problem.

DRAWINGS.

Drawings required for each house are as follows:—

Floor-plans of each floor.
Four elevations.
Roof plan.
Outline section.

A small sketch to give the builder a clear idea of the general appearance of the house.

SCALE.

All drawings must be made to a scale of 8 feet to 1 inch. Drawings shall be in ink on tracing linen, 30 inches by 22 inches, if possible.

SPECIFICATIONS.

Competitors are required to submit with their designs brief typewritten specifications of materials and construction.

FIGURING.

Drawings shall be clearly figured.

MATERIALS.

The choice of materials is left to the competitor. This class of building is at present chiefly brick veneered, clapboarded or shingled. A schedule of current prices on building material is appended. Competitors should bear in mind that important economies can be effected by using standard lengths of lumber and stock material.

DELIVERY OF DESIGNS, ETC.

Designs shall not be signed, nor have any mark of identification thereon, but shall be accompanied by a sealed envelope containing the competitor's name and address. On receipt by the Association, the designs and envelopes will be similarly numbered, and the envelope will not be opened until the designs have been adjudicated upon.

"This condition does not apply to architects submitting non-competitive designs. All drawings subsequently used will have the designer's name and address printed thereon.

"All designs submitted must be received on or before Saturday, May 20, 1911, addressed to Mr. A. J. Hazelgrove, Honorary Secretary, Model Homes Association, 126 Sparks street, Ottawa.

"Drawings should be rolled, not folded.

SCHEDULES OF RATES FOR MATERIALS.

	per M. B.M.
1" X culls	$13.00
1" O culls	15.00
1" No. 2 Mill culls	17.00
1" x 12" No. 1 Mill culls	19.00
2" x ¾" x 12"—16' Hamlock	18 00
2" x ¾" x 12"—16' Spruce	19 00
2" x 6" and 8" Hemlock	18.00
2" x 6" and 8" Spruce	19.00
2" x 10" Hemlock	19.00
2" x 10" Spruce	22.00
Over 16' lengths special price.	
1" Spruce Flooring and Clapboards	24.00
1" Pine Flooring and Clapboards	26.00
1" Spruce V-joint and Beaded	25.00
Shingles laid, including paper, per square	5.50
Stock Door, 2' 6" x 6' 6", each	2.25
Stock D.H. Window, complete, each	4.00
Patent Roofing, per square	2.25
1" No. 3 T. and G. Spruce	19.00
1" x 6" or 1" x 12" T. and G. Pine, M. C.	20.00
½ x 12" Rough	12.00
1" x 2" Furring, per length	.04
8" x 8" Pine, Dressed	40.00
8" x 8" Hemlock, Dressed	25.00

Ordinary earth excavation, 50 c. per cubic yard.
Brickwork @ $18.00 per thousand.
Concrete @ 7.00 " cubic yard.
Masonry @ 10.00 " toise of 72 cubic feet.

	Per Square Yard.
Plastering on lath	$0.32
" on brick	.20
Cement Plastering on brick	40
" " on wire lath	.75

DISPUTE AFFECTING PLASTERERS AND PLASTERERS' LABOURERS AT CALGARY, ALTA. REFERRED TO ARBITRATION.—TEXT OF THE AWARD.

DURING the month of April a strike of plasterers and plasterers' labourers occurred at Calgary, Alta., the cause of the strike being a demand on the part of the former for an increase in wages from 68¾ cents to 75 cents per hour, and on the part of the latter for an increase in wages from $3.50 to $4 per day of eight hours. The strike, after continuing for some days, was settled by the parties agreeing to submit their differences to arbitration. Representatives of each party were chosen, with Superintendent R. B. Deane, of the Royal Northwest Mounted Police to act as chairman. The award of the chairman, which was given out on April 25, was unfavourable to the claims of the men. The full text is as follows:—

Text of the Award.

"As the Builders' Exchange has made the following concessions, the same become part of my award, and go into effect forthwith, to remain in effect during the ensuing year, dating from April 3, namely:—

1. Eight hours to comprise a day's work, from 8 a.m. to 12 noon, and from 1 p.m. to 5 p.m., excepting on Saturdays, when four hours shall comprise a day's work.

2. On such work as can readily be completed on a Saturday afternoon, not extending over more than two additional hours, the standard rate of pay is to take effect.

3. No work is to be done on Sundays, legal holidays nor on Labour Day.

4. Any work extending over the hours laid down in clauses 1 and 2 is to be paid for at the rate of time and one half.

The builders take exception to any increase in the present wage scale, as asked for by the Plasterers' union, being an increase from 68¼ cents to 75 cents per hour.

They point out that plasterers are paid at the rate of 60 cents per hour in Winnipeg, Regina and Saskatoon, whereas 65 cents is the rate in Edmonton.

They claim that living in Calgary is no more expensive than in the before mentioned cities, and that, even if it could be shown to be so, the difference is more than covered by the 8¼ cents preference which the Calgary plasterer enjoys over his Winnipeg, Regina and Saskatoon brethren, and by the 3¼ cents advantage which he has over his Edmonton brother.

I have myself lived in one or other of the provinces of Saskatchewan and Alberta since July, 1883, on a fixed salary, and am unable to find any adequate reason for the advantage given to the Calgary plasterer, unless it is to be accounted for by the undue inflation of values of real estate in this city, which must ere long find their true level.

The plasterers advance as a reason for their demand that they have received no increase in wages for four years, but it seems to me that they on that account hold themselves to be anything but men made in the image of their Creator.

Why should the pursuit of an honourable calling, which only a man can follow, lead to the loss of self respect in a competent mechanic?

The broad question, as it seems to me, is this: Is the trade of a plasterer subject to greater risk of life and health, to more bodily discomfort and mental abasement, and to greater uncertainty in the way of employment, than the other trades in the building industry?

I cannot answer this question without consulting representatives of the other trades, but to my mind, it is a very material question. If such a condition is recognized by the building industry generally, that might be a reason for the conceding to the plasterers generally a higher scale of wages than is paid to bricklayers, carpenters and the like, but I have insufficient evidence before me to warrant me drawing such an inference.

For the reasons which I have briefly outlined I am constrained to say that I cannot make the award which the plasterers ask for.

The Hod Carriers and Plasterers' labourers ask for an advance from 43¾ cents to 50 cents an hour, basing their claim on the restricted season in which the plasterers' work is possible, the laborious and dirty nature of the work, and the liability to catching cold when running out of a warm house into the cold air several times a day.

They also quote prices which are in vogue in Vancouver, $4 a day, and in San Francisco, $5 a day.

They mention further the increase in the cost of living in Calgary.

As to the restricted season for work, and the nature of that work, what I have said as to the plasterers applies equally to the plasterers' labourers.

They choose that work as a means of livelihood and the fact that in spite of all its alleged disadvantages, they still stick to the trade, argues inferentially that it has, after all, some compensations —and one very material compensation in that the plasterers' hod carrier receives per hour 6¾ cents more pay than the bricklayers' labourer.

We are not concerned with prices on the Pacific coast—the conditions of trade in the prairie provinces are our best guide.

It would gratify me greatly if I could please all the parties to this dispute, but it has never yet been found possible to "run with the hare and hunt with the hounds," and, as I find myself placed in a position wherein I am called upon to deal with other people's money, I have, as I consider, no choice but to give my

award in favour of the Builders' Exchange.

Given at Calgary, this twenty-fourth day of April, 1911.

(*Sgd.*) R. BURTON DEANE,
Superintendent,
Royal Northwest Mounted Police.

Arbitrator Revises Award.

Two members of the board of arbitration which was dealing with the dispute between the Builders' Exchange and the local Plasterers' Union called upon Superintendent Deane of the Royal North-West Mounted Police and arranged with him to have the clause in his award relating to Saturday afternoon work struck out.

They explained that this particular part of the award was at variance with the constitution of the Union, and that by mutual agreement it had always been understood that matters affecting the constitution of the Union should not be submitted to arbitration.

Superintendent Deane agreed to the clause being struck out, as both the representatives of the exchange and the Union so desired.

With this amendment the award was accepted by the men.

REPORT OF FIFTH ANNUAL CONVENTION OF THE CANADIAN NATIONAL ASSOCIATION BUILDERS' EXCHANGES HELD AT WINNIPEG, MAN.

THE fifth annual convention of the Canadian National Association of Builders' Exchanges was recently held at Winnipeg, Man., the printed official report having been received at the Department during the past month.

Subjects Discussed at Convention.

In the address of the President reference was made to the growth of the Association, which two years ago was composed of only two exchanges and at the present time numbers 12 exchanges with a membership of 1,200. Among the subjects which were proposed for discussion by the President were: Employers' Liability Legislation, Technical Education, the Industrial Disputes Investigation Act, Relations with Architects, the Mechanics' Lien Law, and Uniform Contracts. In the report of the Secretary-Treasurer reference was made to the Bill providing for an eight-hour day on public works which is at the present time before Parliament. It was stated that a resolution opposing this measure had been adopted at the last convention of the Association and forwarded to Ottawa, asking that hearing be granted to the representatives of the Builders. The President and Secretary-Treasurer had appeared twice before the Special Committee of the House to which the Bill was referred. The fundamental objection which they had alleged against this Bill was that any arbitrary limitation of work in the building trades was opposed to the natural climatic conditions of Canada.

Industrial Disputes Investigation Act.

The Secretary-Treasurer reported that he had had interviews and correspondence with the Minister of Labour, urging the extension of the scope of the Industrial Disputes Investigation Act, 1907, to the building trades. He stated that the Act had proved conclusively that compulsory investigation by a disinterested tribunal into the causes of trade disputes had averted projected strikes in a large proportion of cases, strikes being "industrial civil war" and benefiting neither employer nor employed. In accordance with the recommendation of the Secretary-Treasurer a resolution was subsequently passed by the Convention, to the effect "that this convention again respectfully urge action, as already submitted by the convention of 1910, by the Honourable the Minister of Labour, to include the building trades within the scope of the Industrial Disputes Investigation Act of 1907, and that this action be taken during the present session of Parliament." The mover of this resolution explained that in view of the success which had at-

tended the operation of the Industrial Disputes Investigation Act, it was thought advisable that it should be applied to the building trades. It had saved a great deal of loss wherever it had been applied, and its operation had now been so far demonstrated as to win the commendation of many other countries.

Other Resolutions Passed.

Among the other resolutions passed at this convention were the following:—

"Resolved that while the National Association advocates the general principle of 'open shop', it recognizes that under certain local conditions the enforcing of the 'open shop' may not be practicable, and therefore declines to interfere with the autonomy of any constituent exchange to deal with its labour problems as it deems advisable."

"Resolved that each exchange be instructed to study without delay the existing lien laws of each province with a view to effecting amendments for the better protection of contractors and supply firms."

"Resolved that the convention go on record as favouring the principle of the 'Daylight Saving Bill,' from the conviction that our workmen are justly entitled to some hours of leisure and recreation during the summer months, which can be effected without loss to either side by commencing work from May 1 to September 1, at 6 a.m., and closing down Saturday at noon.

RECENT INDUSTRIAL AGREEMENTS.

THE following agreement between Local Union No. 170 of the International Union of the United Brewery Workmen of America and the brewers of Berlin and Waterloo, Ont., went into effect on March 17,1911.

1. SUBJECT to the provisions hereinafter contained only members of the above Union shall be employed by the parties of the Second Part after the signing of this Agreement.

2. THE SECRETARY of the Local Union No. 170 shall keep a list of all unemployed members of the said Union which shall be furnished to any brewer on application, and in case any one party of the Second Part is in need of a man, such shall be selected from said list by the party of the Second Part, if a man satisfactory to the party of the Second Part can be procured from said list. But it is agreed that in case any one of the brewers desires to employ a man in every respect competent to perform the work for which a man is required, and such man is not a member of said Union, then the parties of the Second Part may employ such a man and the parties of the First Part shall accept and allow such person to become a member of the Union.

3. CAUSES FOR DISCHARGE shall consist of neglect of duty, incompetency, drunkenness when on duty, and dishonesty. No man shall be considered discharged unless such discharge is issued by the manager or superintendent.

4. SICKNESS OR DISABILITY resulting from an accident while engaged in the employer's work shall not be sufficient cause for discharge; upon recovery the man shall receive his former position provided that his sickness has not lasted longer than six months, and that he is capable of performing his work.

5. DRIVERS shall keep their horses, wagons and harness in proper condition at all times with the exception of Sunday, when the drivers shall be compelled to put their horses in proper condition.

6. ALL GRIEVANCES concerning violations of this agreement shall be adjusted by an arbitration committee, consisting of two to be chosen by the employer and two by the Union, and in case these four cannot agree they shall select a fifth disinterested party, the decision of the majority of whom shall be final and binding on both parties to the agreement. Either party to this agreement shall appoint their arbitrators within one week after notice has been received of the appointment of arbitrators by the other party, and the award shall be made within one month after the four arbitrators have been appointed.

No strike or lockout shall occur until a board of arbitrators has been appointed and their award made.

7. FIFTY-EIGHT HOURS to constitute a week's work, that is to say, ten hours for the first five days and eight hours for Saturday for the months from April to September, both inclusive, and fifty-

two hours, that is nine hours for the first five days with seven hours for Saturday for the months from October to March both inclusive.

All time worked in excess of said hours to be paid at the rate of time and one-half, except firemen, who shall receive single time for overtime.

SCHEDULE OF WAGES.

	Per Week.
Wash-house	$12.50
Bottlers, machine operators	12.00
Other bottlers	10.50
Drivers	13.00
Drivers' helpers	11.00
Single drivers	12.00
Cellar men	14.00
Fermenting room	14.00
Kettle men	13.00
Engineers	20.00 of 7 days, 10 hrs. p.d.
Firemen	15.00 " "
Malsters	12.50 " "

9. Watchman, Coopers, Carpenters, and first men in a department charged with the responsibility of looking after other employés in that department shall be entitled to a proportionate increase the same as other employés.

10. Pay day shall be weekly.

11. This agreement shall remain in force from the date of signing until March 1st, 1913.

12. Notice of the intention of either party desiring any change to be made in this agreement shall be given by the party desiring the change to be made to the other party at least one month before the expiration of this contract, and in case no notice is given by either party, then the agreement is to continue from year to year until such notice is given.

IMMIGRATION AND COLONIZATION.

The official statements given below with regard to recent immigrant arrivals in Canada, number of homestead entries made, land patents issued, etc., are published, except where otherwise stated, by courtesy of the Department of the Interior, Canada.

THE heavy influx of immigrants into Canada continued during April; it was estimated that 10,000 a week were passing through Montreal. On one of the trans-Atlantic lines it was reported that first and second class accommodation had been filled up a month ahead. There was also a large immigration from the United States, including many French-Canadians from the New England States, of whom it was reported that 5,000 were returning to take up homesteads in Alberta and Saskatchewan. The latest official returns of the movement are as follows:—

British Emigration to Canada.

During the month ending March 31, 1911, compared with March, 1910, the number of passengers leaving the United Kingdom for British North America, according to official returns of the British Board of Trade, was as follows:—

NATIONALITY.

	English.		Welsh.		Scottish.		Irish.		British Colonial		Total British Subjects.		Foreign.		Total.	
	1911	1910	1911	1910	1911	1910	1911	1910	1911	1910	1911	1910	1911	1910	1911	1910
March	18,111	10,422	255	310	4,225	3,718	822	780	348	418	23,811	16,148	2,886	3,291	26,697	19,439

The total immigration above mentioned during the three months ended March 31, 1911 and 1910 was as follows:—

	1911	1910	1911	1910	1911	1910	1911	1910	1911	1910	1911	1910	1911	1910	1911	1910
January-March	25,672	16,189	396	457	5,995	5,160	1019	955	650	587	33,732	23,348	4,584	6,510	38,316	29,858

The sale of farm lands by the Hudson's Bay Company for the quarter ended March 31, 1911, amounted to 167,900 acres for £470,700, as compared with 34,100 acres for £92,500, and sales of town lots to £26,900, as compared with £38,100 for the corresponding period of 1910. The receipts are £386,700, as against £109,000 in 1910. The sales for the twelve months to March 31, 1911, were 267,000 acres for £770,000, and town lots were sold for £80,000, as compared with sales of farm lands of 104,300 acres for £266,500, and town lots for £46,200 for the corresponding period of 1910. The total receipts for the twelve months ended March 31, 1910, amounted to £635,400, as compared with £308,400 for the previous year.

Homestead Entries During the Fiscal Years 1910-1911 AND 1909-10.

A statement of the homestead entries made each month during the past two fiscal years is as follows:—

MONTH.	Manitoba.		Saskatchewan.		Alberta.		British Columbia	
	1910–11	1909–10	1910–11	1909–10	1910–11	1909–10	1910–11	1909–10
April	144	152	642	976	568	1,558	6	12
May	121	161	830	1,069	677	1,007	9	17
June	200	202	1,610	2,688	1,172	1,901	14	28
July	324	231	4,240	2,393	2,620	1,934	25	44
August	281	170	3,745	1,611	2,328	1,433	20	29
September	354	268	3,440	2,347	1,985	1,569	23	21
October	307	300	2,576	2,304	1,356	1,617	21	27
November	261	192	1,958	1,418	1,258	1,194	23	28
December	258	187	1,530	1,316	1,077	1,386	16	13
January	364	269	1,845	1,816	1,100	1,437	16	28
February	309	254	1,783	2,491	1,073	1,384	18	14
March	159	143	1,028	1,146	750	767	15	16
Total	3,082	2,529	25,227	21,575	15,964	17,187	206	277

Recent Immigration Returns.

The following table gives a detailed return of the total immigration to Canada for the fiscal year 1910-1911, compared with that of the fiscal year 1909-1910.

TOTAL IMMIGRATION TO CANADA FOR THE FISCAL YEAR 1910-1911, COMPARED WITH THAT OF THE FISCAL YEAR 1909-1910.

	1909-1910.				1910-1911.				INCREASE.				Percentage of Increase
	Males	Females	Children	Totals	Males	Females	Children	Totals	Males	Females	Children	Totals	%
APRIL:													
Ocean ports	8,057	2,021	1,550	11,628	19,420	4,811	3,588	27,819	11,363	2,790	2,038	16,191	139
U.S.A.	7,642	2,361	2,606	12,609	11,924	3,951	4,488	20,363	4,282	1,590	1,882	7,754	61
Totals	15,699	4,382	4,156	24,237	31,344	8,762	8,076	48,182	15,645	4,380	3,920	23,945	99
MAY:													
Ocean ports	10,513	4,283	3,127	17,923	20,856	7,329	5,210	33,395	10,343	3,046	2,083	15,472	86
U.S.A.	7,115	1,925	2,067	11,107	8,508	2,938	2,748	14,194	1,393	1,013	681	3,087	28
Totals	17,628	6,208	5,194	29,030	29,364	10,267	7,958	47,589	11,736	4,059	2,764	18,559	64
JUNE:													
Ocean ports	6,302	3,030	2,329	11,661	13,437	6,020	4,182	23,639	7,135	2,990	1,853	11,978	103
U.S.A.	5,638	1,828	1,742	9,208	6,275	2,486	2,182	10,943	637	856	440	1,735	19
Totals	11,940	4,858	4,071	20,869	19,712	8,506	6,364	34,582	7,772	3,648	2,293	13,713	66
JULY:													
Ocean ports	4,529	2,326	1,915	8,770	8,630	4,363	3,026	16,019	4,101	2,037	1,111	7,249	83
U.S.A.	4,558	1,629	1,156	7,343	5,464	2,046	1,689	9,199	906	417	533	1,856	25
Totals	9,087	3,955	3,071	16,113	14,094	6,409	4,715	25,218	5,007	2,454	1,644	9,105	57
AUGUST:													
Ocean ports	3,558	2,213	1,546	7,317	7,258	4,201	2,828	14,287	3,700	1,988	1,282	6,970	95
U.S.A.	5,148	1,560	1,308	8,016	6,974	1,886	1,630	10,490	1,826	326	322	2,474	31
Totals	8,706	3,773	2,854	15,333	14,232	6,087	4,458	24,777	5,526	2,314	1,604	9,444	62
SEPTEMBER:													
Ocean ports	3,276	2,352	1,520	7,148	6,540	4,373	2,865	13,778	3,264	2,021	1,345	6,630	93
U.S.A.	5,283	1,533	1,366	8,182	6,880	1,780	1,596	10,256	1,597	247	230	2,074	25
Totals	8,559	3,885	2,886	15,330	13,420	6,153	4,461	24,034	4,861	2,268	1,575	8,704	57

OCTOBER:													
Ocean ports	3,715	2,451	1,866	8,032	6,017	4,491	3,084	13,592	2,302	2,040	1,218	5,560	69
U.S.A.	5,888	1,838	1,502	9,228	6,123	1,863	1,815	9,801	235	25	313	573	6
Totals	9,603	4,289	3,368	17,260	12,140	6,354	4,899	23,393	2,537	2,065	1,531	6,133	36
NOVEMBER:													
Ocean ports	2,935	1,690	1,164	5,789	3,813	2,512	1,764	8,089	878	822	600	2,300	40
U.S.A.	3,669	1,403	1,223	6,295	4,167	1,632	1,408	7,207	498	229	185	912	14
Totals	6,604	3,093	2,387	12,084	7,980	4,144	3,172	15,296	1,376	1,051	785	3,212	27
DECEMBER:													
Ocean ports	2,134	940	689	3,763	2,553	1,373	980	4,906	419	433	291	1,143	30
U.S.A.	2,740	1,239	931	4,910	2,934	1,268	1,047	5,249	194	29	116	339	7
Totals	4,874	2,179	1,620	8,673	5,487	2,641	2,027	10,155	613	462	407	1,482	17
JANUARY:													
Ocean ports	1,684	542	348	2,574	1,960	753	433	3,146	276	211	85	572	22
U.S.A.	2,392	887	785	4,064	2,576	1,013	726	4,315	184	126	59 Decrease	251	6
Totals	4,076	1,429	1,133	6,638	4,536	1,766	1,159	7,461	460	337	26	823	12
FEBRUARY:													
Ocean ports	2,991	1,069	576	4,636	3,492	1,486	838	5,816	501	417	262	1,180	25
U.S.A.	3,335	1,162	1,029	5,526	3,011	1,098	780	4,889	324 Decrease	64 Decrease	249 Decrease	637 Decrease	12 Decrease
Totals	6,326	2,231	1,605	10,162	6,503	2,584	1,618	10,705	177	353	13	543	5
MARCH:													
Ocean ports	11,233	2,612	1,910	15,755	17,350	4,703	3,094	25,147	6,117	2,091	1,184	9,392	60
U.S.A.	10,014	3,320	3,976	17,310	9,036	2,662	2,847	14,545	978 Decrease	658 Decrease	1,129 Decrease	2,765 Decrease	16 Decrease
Totals	21,247	5,932	5,886	33,065	26,386	7,365	5,941	39,692	5,139	1,433	55	6,627	20
Grand totals	24,349	46,214	38,231	208,794	185,198	71,038	54,848	311,084	60,849	24,824	16,617	102,290	49

Homestead Entries During March, 1911.

The following statement shows the number of entries made during the month of March, 1911, as compared with March, 1910.

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE MONTH OF MARCH, 1911, AS COMPARED WITH MARCH, 1910.

AGENCY.	MANITOBA.		SASKATCHEWAN.		ALBERTA.		BRITISH COLUMBIA	
	1911	1910	1911	1910	1911	1910	1911	1910
Battleford			145	142				
Brandon	2	11						
Calgary					330	850		
Dauphin	67	103						
Edmonton					439	305		
Estevan			52	93				
Humboldt			108	135				
Kamloops							14	25
Lethbridge					60	571		
Medicine Hat			88		162			
Moose Jaw			368	1,627				
New Westminster								3
Peace River					28	20		
Prince Albert			174	123				
Regina			32	27				
Red Deer					153	155		
Saskatoon			208	425				
Swift Current			329					
Winnipeg	131	95						
Yorkton			106	135				
Total	200	202	1,610	2,688	1,172	1,901	14	28

Total number of homestead entries for March, 1910 4,819
March, 1911 2,996

Net decrease for March 1911 1,823

The following statement shows the number of homestead entries made during the fiscal year 1910-11, as compared with the fiscal year 1909-1910.

STATEMENT SHOWING THE NUMBER OF HOMESTEAD ENTRIES MADE DURING THE FISCAL YEAR 1910-11, AS COMPARED WITH FISCAL YEAR 1909-10.

AGENCY.	MANITOBA.		SASKATCHEWAN.		ALBERTA.		BRITISH COLUMBIA	
	1910-11	1909-10	1910-11	1909-10	1910-11	1909-10	1910-11	1909-10
Battleford			2,215	1,905				
Brandon	76	111						
Calgary					5,450	6,255		
Dauphin	1,012	1,062						
Edmonton					5,112	4,107		
Estevan			1,033	884				
Humboldt			1,738	1,609				
Kamloops							202	257
Lethbridge					933	4,948		
Medicine Hat			1,589		2,146			
Moose Jaw			5,285	10,901				
New Westminster							4	20
Peace River					291	53		
Prince Albert			1,871	1,240				
Regina			435	567				
Red Deer					2,032	1,824		
Saskatoon			4,178	3,226				
Swift Current			5,568					
Winnipeg	1,994	1,356						
Yorkton			1,315	1,243				
Total	3,082	2,529	25,227	21,575	15,964	17,187	206	277

Number of entries for fiscal year 1910-11 44,479
1909-10 41,568

Net increase for fiscal year 1910-11 2,911

A statement of the entries made during the first three months of the calendar year 1911, compared with the corresponding months of 1910, is as follows:—

MONTH.	MANITOBA.		SASKATCHEWAN.		ALBERTA.		BRITISH COLUMBIA	
	1911	1910	1911	1910	1911	1910	1911	1910
January	144	152	642	976	568	1,558	6	12
February	121	161	830	1,069	677	1,007	9	17
March	200	202	1,610	2,688	1,172	1,901	14	28
Total	465	515	2,082	5,733	2,417	4,466	29	57

The nationalities of homesteaders during March, 1911, as reported by the several agencies of the Department of the Interior in Manitoba, Saskatchewan, Alberta and British Columbia were as follows:—

Nationalities of Homesteaders.

NATIONALITIES.	PROVINCES.				
	Manitoba.	Saskatchewan	Alberta	B. Columbia.	Total.
Canadians from Ontario	16	102	100	3	221
" Quebec	1	42	27	.....	70
" Nova Scotia	.....	3	6	.....	9
" New Brunswick	.....	5	1	.....	6
" Prince Edward Island	1	1	2	.....	4
" Manitoba	26	40	12	.....	78
" Saskatchewan	.....	271	4	.....	275
" Alberta	.....	10	65	.....	75
" British Colombia	.....	6	10	.....	16
Persons who had previous entry	18	58	104	2	182
Newfoundlanders	.....	.....	.....	.....	.....
Canadians returned from the United States	.....	23	11	.....	34
Americans	15	393	329	1	738
English	24	264	192	6	486
Scotch	7	27	42	1	77
Irish	3	11	21	.....	34
French	3	22	8	.....	33
Belgians	2	13	5	.....	20
Swiss	.....	2	4	.....	6
Italians	.....	7	3	.....	10
Roumanians	2	11	.....	.....	13
Syrians	.....	1	.....	.....	1
Germans	3	33	24	.....	60
Austro-Hungarians	46	119	79	1	245
Hollanders	1	4	16	.....	21
Danes (other than Icelanders)	9	1	9	.....	19
Icelanders	7	3	.....	.....	10
Swedes	2	39	26	.....	67
Norwegians	3	56	33	.....	92
Russians (other than Mennonites and Doukhobors)	10	42	38	.....	90
Mennonites	.....	.....	.....	.....	.....
Doukhobors	.....	.....	.....	.....	.....
Chinese	.....	.....	.....	.....	.....
Japanese	.....	1	.....	.....	1
Persians	.....	.....	.....	.....	.....
Australians	.....	.....	1	.....	1
New Zealanders	.....	.....	.....	.....	.....
Spanish	1	.....	.....	.....	1
Total	200	1,610	1,172	14	2,996

The number of souls represented by above entries was 6,951.

Of 772 homesteads entries made during March by persons coming from the United States, there were 305 from North Dakota, 136 from Minnesota, forty-three from Washington, forty-one from Michigan, thirty-four from Wisconsin, and twenty-nine from each of the States of Illinois and Iowa.

The following statement shows the nationalities of homesteaders during the fiscal year 1910-1911.

NATIONALITIES.	PROVINCES.				
	Manitoba.	Saskatchewan	Alberta.	B. Columbia	Total
Canadians from Ontario	124	2,338	1,952	24	4,438
" Quebec	38	629	427	7	1,101
" Nova Scotia	53	77	105	2	237
" New Brunswick	.....	52	86	2	140
" Prince Edward Island	2	37	28	1	68
" Manitoba	457	836	200	2	1,495
" Saskatchewan	4	3,912	145	.....	4,061
" Alberta	2	73	905	.....	980
" British Columbia	.....	44	82	10	136
Persons who had previous entry	414	643	763	14	1,834
Newfoundlanders	1	4	2	.....	7
Canadians returned from the United States	16	359	178	.....	553
Americans	194	7,017	5,234	40	12,485
English	385	3,543	2,170	63	6,161
Scotch	109	636	531	15	1,291
Irish	37	212	234	9	492
French	52	243	81	.....	376
Belgians	16	68	47	2	133
Swiss	10	21	43	.....	74
Italians	1	30	33	4	68
Roumanians	10	140	25	.....	177
Syrians	2	60	2	.....	64
Germans	87	461	295	2	845
Austro-Hungarians	630	1,309	862	3	2,804
Hollanders	51	45	105	.....	201
Danes (other than Icelanders)	22	93	91	.....	206
Icelanders	54	36	6	.....	96
Swedes	77	493	366	1	937
Norwegians	23	695	374	.....	1,092
Russians (other than Mennonites and Doukhobors	199	1,085	573	1	1,858
Mexican	.....	1	.....	.....	1
Mennonites	6	.....	.....	.....	6
Arabian	.....	1	.....	.....	1
Chinese	.....	1	1	3	5
Japanese	.....	2	1	.....	3
Persians	.....	8	1	.....	9
Australians	.....	4	5	1	10
New Zealanders	.....	1	5	.....	6
Algerians	1	.....	.....	.....	1
Hindoos	1	3	.....	.....	4
Greek	2	8	3	.....	13
Turk	1	3	1	.....	5
Spanish	1	.....	1	.....	2
Palestine	.....	1	.....	.....	1
Servians	.....	3	.....	.....	3
Chilians	.....	.....	1	.....	1
Total	3,082	25,227	15,964	206	44,479

Number of souls represented by above entries.....107,884.

During the last fiscal year, 13,038 homestead entries were made by persons coming from the United States. Of these, 4,339 were from North Dakota, 2,231 from Minnesota, 782 from South Dakota, 683 from Washington, 678 from Wisconsin, and 650 from Michigan.

Lands Patented.

An abstract of letters patent covering Dominion Lands situate in Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon Territory issued from the Department of the Interior during March, 1911, as compared with March, 1910, was as follows:—

NATURE OF GRANT.	March, 1911.		March, 1910.	
	No. of Patents.	No. of Acres.	No. of Patents.	No. of Acres.
Alberta Railway and Irrigation Company's sales..	7	6,402.00	21	12,661.00
British Columbia homesteads	3	481.00	4	640.00
British Columbia sales	11	1,173.47	6	373.45
Coal lands sales	1	310.20	7	1,988.20
Homesteads	2,085	329,909.441	1,846	291,965.513
License of Occupation	5	38.90	2	.....
Military Bounty grants	4	628.03	.....	.....
Mineral rights (3,558.20 acres)	13	.....	7	.....
North-West half-breed grants	16	2,779.70	17	3,592.60
Parish sales	.....	.....	1	180.05
Quit claim, special grants (160 acres)	1	.....	.....	.....
Railways:—				
Calgary and Edmonton Railway	.....	.....	5	2,083.00
Canadian Northern Railway	13	516.89	.....	.....
Canadian Pacific Railway grants	8	205.02	3	773.09
Canadian Pacific Rwy. roadbed and station grant	1	4.33	.....	.....
Grand Trunk Pacific Railway	2	52.74	.....	.....
Sales	53	7,050.674	52	11,765.28
School lands sales	39	4,123.065	46	4,504.05
Special grants	18	647.37	20	1,534.87
Totals	2,280	354,322.83	2,037	332,061.10

In March, 1910, the number of patents issued was 2,037, covering an area of 332,061.10 acres, showing an increase for the month of March, 1911, of 243 in the number of patents issued, and of 22,261.73 acres in the area patented.

Notes.

In order to meet the general demand on the part of railroad contractors for construction labourers in Canada during the present season, the regulations with reference to money qualifications and "continuous journey" have been relaxed from April 15 to September 30. The text of the notice to this effect is as follows:—

Office of the Superintendent of Immigration.

OTTAWA, March 1st, 1911.

In order to meet the demand for railroad labourers in Canada last year the regulations relating to money qualifications and "continuous journey" were relaxed for a certain period.

This year railroad labourers going to assured permanent employment at construction will be admitted to Canada from the 1st of May until the 30th of September, both dates inclusive, irrespective of money qualification or continuous journey, provided they are natives or citizens of the countries, or some one of the countries, in which Immigration effort is made by Canada, *i.e.*, Great Britain, Ireland, France, Belgium, Holland, Germany, Denmark, Iceland, Norway, Sweden, Switzerland or the United States of America, and provided also, that the immigrants are suited to railroad work and are in all other respects desirable, have sufficient money to carry them to the work for which they have been engaged, and documentary or other sufficient evidence of definite employment to go to.

On the first of October, 1911, this relaxation of the regulations will come to an end, without further notice.

W. D. SCOTT,
Superintendent of Immigration.

NOTE.—It has been decided to put this arrangement into effect from this date.

W. D. SCOTT,
Superintendent of Immigration.

OTTAWA, April 15, 1911.

The annual report of the Ontario Department of Lands, Forests, and Mines shows that the total revenue derived by the Province during that year was $1,835,082. The sale of 17,275 acres of land for mining purposes brought in $425,331, while the sale of 92,560 acres of agricultural land brought in $127,151. The total number of locations of settlers in the North Country last year was 1,379. They took up 194,760 acres. Of the veterans' certificates 11,446 have been redeemed, and 2,547 are still outstanding. For non-fulfillment of the occupation conditions, 261 locations under veterans' grants were cancelled. The report estimates that fully a thousand miles of forest was more or less damaged by fire. By the sale of damaged timber the actual waste was kept down to 50,000,000 feet board measure. The output of pine during that year was 142,000,000 feet greater than the preceding year.

FAIR WAGES SCHEDULE IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF APRIL, 1911.

The following is a list of contracts awarded by the Department of Public Works and the Department of Marine and Fisheries which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement or orders for supplies given by the Post Office Department is added.

Department of Public Works.

THE general clause for the protection of labour was inserted by the Department in the following contracts awarded during April.

INTERIOR FITTINGS FOR POST OFFICE AT BATTLEFORD, SASK.

Interior fittings for post office at Battleford, Sask.; name of contractor, The Berlin Interior Hardwood Company, Limited, of Berlin, Ont.; date of contract, April 3, 1911; amount of contract, $2,225.

ELECTRIC LIGHT WIRING, ETC., PUBLIC BUILDING AT VERNON, B.C.

Electric light wiring, etc., public building at Vernon, B.C.; name of contractor, The Empire Electric & Manufacturing Company, Limited, Ottawa, Ont.; date of contract, April 4, 1911; amount of contract, $1,893.

TUG BOAT FOR PUBLIC WORKS DEPARTMENT AT NEW WESTMINSTER, B.C.

Tug boat for Public Works Department at New Westminster, B.C.; name of contractor, Wallace Shipyard Limited; date of contract, March 28, 1911; amount of contract, $64,950.

The following is a copy of the clause inserted in the above contracts:—

FAIR WAGE CLAUSE.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life and property, or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the person entitled to payment for the use or hire of horses or teams shall have the like rights in respect of moneys so owing them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minister of Public Works, and proof thereof satisfactory to the Minister is furnished, the said Minister may pay such

claim out of the moneys at any time payable by His Majesty under said contract, and the amounts so paid shall be deemed payments to the Contractor.

BREAKWATER, PORT BURWELL, ONT.

Breakwater, Port Burwell, Ont.; name of contractor, M. J. Hogan, Montreal, Que.; date of contract, March 30, 1911; amount of contract, $157,500.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman carpenter	$ 3.00 per day of 10 hrs.
Carpenters	2.25 " 10 "
Blacksmiths	2.25 " 10 "
Blacksmiths' helpers	1.75 " 10 "
Foreman mixing concrete	2.25 " 10 "
Foreman laying concrete	2.25 " 10 "
Foreman stone crusher	2.25 " 10 "
Dredge captain	110.00 p. m. & b.12 h. p. d
Dredge engineer	100.00 " 12 "
Dredge fireman	45.00 " 12 "
Craneman	70.00 " 12 "
Scowman	35.00 " 12 "
Deckhands	35.00 " 12 "
Cook	35.00 " 12 "
Tug captain	75.00 " 12 "
Tug engineer	65.00 " 12 "
Tug fireman	35.00 " 12 "
Ordinary labourers	1.50 per day of 10 hrs.
Driver with one horse and c.	2.25 " 10 "
Driver with two h. and wag.	3.00 " 10 "

PUBLIC BUILDING, HARRISTON, ONT.

Public building, Harriston, Ont.; name of contractor, Geo. A. Proctor, Sarnia, Ont.; date of contract, March 31, 1911; amount of contract, $18,943.

Trade or Class ol Labour.	Rate of Wages.
Stonecutters	$2.50 per day of 10 hours.
Bricklayers	3.00 " 10 "
Masons	2.50 " 10 "
Carpenters	1.75 " 10 "
Joiners	2.00 " 10 "
Stairbuilders	2.00 " 10 "
Plasterers	3.00 " 10 "
Lathers	0.03 per yard.
Painters and glaziers	1.75 per day of 10 hours.
Plumbers	2.25 " 10 "
Steamfitters	2.50 " 10 "
Tinsmiths	2.00 " 10 "
Metal roofers	2.00 " 10 "
Electrical workers	2.00 " 10 "
Builders' labourers	1.75 " 10 "
Ordinary labourers	1.50 " 10 "
Driver, horse and cart	2.25 " 10 "
Driver, team and wagon	3.50 " 10 "

PUBLIC BUILDING, LISTOWELL, ONT.

Public building, Listowell, Ont.; names of contractors, Whelan & Beakney, Ottawa, Ont.; date of contract, April 5, 1911; amount of contract, $28,180.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Stonecutters	$2.50
Bricklayers	3.25
Masons	3.00
Carpenters	1.75
Joiners	2.00
Stair builders	2.25
Plasterers	3.25
Lathers	3 cts. yd.
Painters and glaziers	1.75
Plumbers	2.50
Steamfitters	2.50
Tinsmiths	2.00
Metal roofers	2.00
Electrical workers	2.00
Builders' labourers	1.75
Ordinary labourers	1.50
Driver, horse and cart	2.25
Driver, team and wagon	3.50

WHARF, SACKVILLE, N.B.

Wharf, Sackville, N.B.; names of contractors, Oscar and Warren Downey, Curryville, N.B.; date of contract, April 6, 1911; amount of contract, $30,643.

Trade or Class of Labour,	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Labourers	1.50
Driver with 1 horse and cart	2.25
Driv. with 2 horses and wag.	3.50

EXTENSION TO WHARF AT STE. FAMILLE, I.O., QUE.

Extension to wharf at Ste. Famille, I.O., Que.; name of contractor, Nap. Trudel, St. Irénee, Que.; date of contract, April 10, 1911; amount of contract, $18,963.68.

Trade or Class of Labour.	Rate of Wages, Per day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	2.00
Blacksmiths	2.25
Blacksmiths helpers	1.50
Ordinary labourers	1.50
Driv. with 1 horse and cart	2.25
Driv. with 2 horses and wag.	4.00

ADDITION TO POST OFFICE AT NELSON, B.C.

Addition to Post office at Nelson, B.C.; name of contractor, John Burns & Son, Nelson, B.C.; date of contract, April 13, 1911; amount of contract, $9,300.

Trade or Class of Labour.	Rate of Wages, Not less than:
Stonecutters	$5.00 per day of 8 hours.
Bricklayers	6.00 " 8 "
Masons	6.00 " 8 "
Carpenters	4.00 " 8 "
Joiners	4.00 " 8 "
Stairbuilders	4.00 " 8 "
Plasterers	6.00 " 8 "
Lathers	3.00 per M.
Painters and glaziers	3.50 per day of 8 "
Plumbers	5.00 " 8 "
Steamfitters	5.00 " 8 "
Sheet metal workers	4.00 " 8 "
Electrical workers	3.50 " 8 "
Builders' labourers	3.50 " 8 "
Ordinary labourers	3.00 " 8 "
Driver, horse and cart	5.00 " 9 "
Driver, team and wagon	7.00 " 9 "

WHARF, LE PETIT DEBARQUEMENT, QUE.

Wharf, Le Petit Débarquement, Que.; names of contractors, Cloutier & Gaudreau, L'Islet, Que.; date of contract, April 20, 1911; amount of contract, $9,257.33.

Trade or Class of Labour,	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.25
Carpenters	2.00
Blacksmiths	2.25
Blacksmiths helpers	1.50
Ordinary labourers	1.50
Driv. with 1 horse and cart	2.25
Driv. with 2 horses and wag.	4.00

LINE OF RAILWAY, PASPEBIAC TO GASPE.*

For a line of railway from Paspebiac to Gaspé, as near the shore as practicable—102 miles. Date of subsidy agreement, August 25, 1910; amount of subsidy, $3,200 per mile, not exceeding $6,400 per mile.; railway company, Atlantic, Quebec & Western Railway Company.

*Omitted from Report of August, 1910.

RATE OF WAGES.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for, shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and, if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys so owing to them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim, therefor, is filed in the office of the Minister of

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and proof thereof satisfactory to the Minister is furnished the Minister may pay such claim out of any moneys at any time payable by His Majesty under such contract, and the amounts so paid shall be deemed payments to the contractors.

DELIVERY AND ERECTION OF STEEL STOP-LOGS AND BRIDGES ON TRENT CANAL.

For the delivery and erection of seven steel stop-logs and bridges, on the Trent Canal; date of contract, April 5, 1911; amount of contract, schedule rates; contractors, Dominion Bridge Company, Limited.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Labourers	$1.50
Carpenters	2.25
Rivetters	2.25
Buckers up	2.25
Heaters	2.25
Stonecutters	3.50
Masons	3.50
Teamsters	1.50
Driver with one horse	2.50
Driver with two horses	3.50

SUPPLY AND ERECTION OF CYLINDRICAL VALVES FOR LOCKS ON TRENT CANAL.

For the supply and erection of thirteen cylindrical valves for locks on the Trent Canal; date of contract, April 6, 1911; amount of contract, schedule rates; contractors, William Hamilton Company, Limited.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours. Not less than:
Labourers	$1.50
Carpenters	2.25
Rivetters	2.25
Buckers-up	2.00
Heaters	1.75
Handymen	No Rate.
Stonecutters	3.50
Stone masons	3.50
Teamsters	1.50
Driver, horse and cart	2.50
Driver, 2 horses and wagon	3.50

TOWARDS THE CONSTRUCTION OF LINES OF RAILWAY.

Towards the construction of lines of railway: (*a*) From Valcartier Station to St. Catherine, 3.8 miles; and (*b*) from Valcartier Station towards Gosford, 5.5 miles; date of subsidy agreement, April 25, 1911; amount of subsidy, $3,200 per mile, not exceeding $6,400 per mile; railway company, Quebec & Lake St. John Railway Company.

Trade or Class of Labour,	Rate of Wages, Not less than:
Stonecutters	$ 0.40 per h. 8 hrs. per d.
Masons	0.40 " 9 "
Quarrymen	2.00 per day of 10 hrs.
Rock drillers (hammer men)	1.75 " 10 "
Steam drillers	2.25 " 10 "
Blasters	2.00 " 10 "
Tracklayers	1.75 " 10 "
Concrete men (head man)	2.50 " 10 "
Other concrete men	1.75 " 10 "
Carpenters	2.50 " 10 "
Choppers	1.75 " 10 "
Labourers	1.75 " 10 "
Blacksmiths	2.50 " 10 "
Blacksmiths' helpers	1.75 " 10 "
Locomotive engineers	3.00 " 10 "
Locomotive firemen	2.10 " 10 "
Locomotive brakemen	2.00 " 10 "
Driver, horse and cart	3.00 " 10 "
Driver, 2 horses and wagon	4.50 " 10 "
Steam shovel engineers	125.00 per m., 10 h. p. day
Steam shovel cranemen	100.00 " 10 "
Steam shovel firemen	60.00 " 10 "
Steam derrick engineers	125.00 " 10 "
Steam derrick firemen	60.00 " 10 "

WOODEN DWELLING HOUSE AT SAMBRO, COUNTY OF HALIFAX, N.S.

The construction of a wooden dwelling house at Sambro Island, Halifax County, N.S.; name of contractor, George H. Leantz, carpenter, Sambro, N.S.; amount of contract, $1,950; date of contract, March 21, 1911.

Trade or Class of Labour,	Rate of Wages, Per Day of 9 Hours. Not less than:
Carpenters	$2.70
Painters	2.25
Bricklayers	3.20
Masons	3.20
Labourers	1.53

WOODEN DOUBLE DWELLING HOUSE ON FLINT ISLAND, CAPE BRETON, N.S.

The construction of a wooden double dwelling house on Flint Island, Cape Breton County, N.S.; name of contractor, Angus McAskill, contractor and builder, Glace Bay, N.S.; amount of contract, $4,300; date of contract, March 21, 1911.

Trade or Class of Labour.	Rate of Wages, Per Day of 9 Hours, Not less than:
Carpenters	$2.50
Painters	2.25
Bricklayers	4.00
Masons	4.00
Labourers, (common)	1.50

Post Office Department.

During the month of April orders were given by the Post Office Department for the supplies below mentioned, subject to the regulations for the suppression of the *Sweating System*, and the securing of payment to the working men and working women of fair wages, and the performance of the work under proper sanitary conditions.

Nature of Orders.	Amount of Orders.
Making metal dating stamps and type and making other hand stamps and brass crown seals	$ 788.95
Making and repairing rubber dating stamps and type, also other stamps	198.20
Supplying stamping material and wooden boxes, and repairing stamping pads	684.54
Supplying mail bags	1,520.00
Repairing mail bags	1,809.36
Making and repairing Post Office Scales	202.50
Making and repairing mail locks and supplying mail bag fittings	284.70
Supplying Railway Mail Clerks' tin travelling boxes and street letter boxes, and repairing portable letter boxes, parcel receptacles, Railway Mail Clerks' tin travelling boxes and street letter boxes	5,655.71
Making and repairing miscellaneous articles of Postal Stores	213.75
Making and supplying articles of official uniform	372.10

RETAIL PRICES OF STAPLE ARTICLES OF

The accompanying table sets forth the retail prices prevailing on, or about, the fifteenth day of the month preliving in the leading centres of industry throughout Canada.

The list of commodities includes twenty-eight varieties of food, with fuel and coal oil. In addition a statement usually occupied by workingmen.

The exact quality for which the quotation is given is set forth in the case of each commodity, and every care may be available for purposes of comparison.

The list of localities includes nearly every place having a population of 10,000 people, and is representative of

The quotations contained in the table have been furnished by the correspondents of the *Labour Gazette* in the the Department.

RETAIL PRICES OF STAPLE

LOCALITY.	Beef.		Veal, forequarter, per lb.	Mutton, hindquarter, per lb.	Pork.		Bacon, best smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure, per lb.	Eggs.		Milk, per quart.	Butter.		Cheese.		Bread.		Flour, strong bakers, per lb.	Rolled Oats, per lb.
	Sirloin steak, best, per lb.	Medium chuck, per lb.			Fresh roasting, per lb.	Salt, per lb.				New laid, per doz.	Packed, per dozen.		Dairy, tub, per lb.	Creamery prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.		
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	lb.	cts.	cts.	cts.
Nova Scotia—																				
Sydney	18	15	12	15	16	16	20	16	17	22	20	8	26	30	17	....	1	6	3–4½	3
Westville	15	12	8	14	16	17	22	6	16	20	....	7	25	30	16	....	3	4⅜	4	4
Amherst	15–18	14	12	13	17	16	24	18–25	16	25	20	7	22	25	16	16	1¼	5⅜	4	4
Halifax	22	12–15	8–10	15–18	15	14	20–22	5–15	18	25	20	8	28–30	30–35	18	17	1½	4⅜	4	4
Prince Edward Is																				
Charlottetown	14–16	10–14	....	10–12	14	8–12	20–23	8–10	20	15–16	13	5	25	26	18	17	2	3½	3–3½	4
New Brunswick–																				
Moncton	20	14	12	....	16	16	25	6–18	18	25	....	7	25	27	16	....	2	4	3½	4
St. John	22	12–14	7–10	18	15	16	20	6	18	22	20	7	22–28	30	18	18	1½	5½	3	4
Newcastle	20	14	12	15	18	12	20	7	15	25	20	7	25	30	15	....	2	4	3	4
Quebec—																				
Quebec	14–15	12–13	12	13	15	16	18–20	8	20	20	18	10	24–27	26–30	16–18	15	6	3½	3	5
Three Rivers	18	15	10	15	13	15	22	8–12	15	30	22	8	27	28	20	18	6	3	3	4
Sherbrooke	20	12½	10	15	13–14	16	18	10	18	23	....	7	22–25	28–30	18	....	1	5	3⅝	5
Sorel	20	15	15–18	15	15	15	20	8–10	18	22–25	21	7–8	27–28	30	17	....	6	3	3	4
St. Hyacinthe	14	12	10	15	13	13	18	6, 10–12	16	20	....	7	28	28	18	18	6	3	3	5
St. Johns	18–20	15–18	12–15	20	14–15	13	20	8–10	20	20	....	7	28	30	18	16	6	2⅝	3	4
Maisonneuve	16	14	7	10	11½–12	14	18–20	8–20	20	22	18–20	8	22	24	18–20	17	3	4⅜	4	4
Montreal	16	10–14	7–12½	18	14	14	16	6	20	22	20	8	25	28	18	20	4	3½	3⅝	4
Hull	15	12½	6½	10	14	14	20	8–12	18	20	....	8	24	28	16	....	6	3½	....	....
Ontario—																				
Ottawa	17–20	12½	12½	18	15	12½–16	20	15	17	21	20	7	26	30	20	16	3	3⅜	3½	4
Kingston	20	15	10	15	15	18	23	12½	18	20	....	6	24	29	15	13	3	3½	3	5
Peterborough	20	12½	12½	15	17	15	20	15	20	18	....	6	25	30	20	17	2	2½	3	3½
Toronto	18–20	7–10	6–9	10–12	17	15	20	9–14	16	20–22	....	9	25	30–33	16–17	15–16	10	2½	2½	4½
Niagara Falls	18	10	15	20	20	16	22–25	12	20	20	....	7	30	32	17	16	1½	4	3½	5

CONSUMPTION, CANADA, DURING APRIL, 1911.

ceding the present issue of the *Labour Gazette*, of the more important staple commodities entering into the cost of
is given of the rental of a representative workingman's dwelling of the better class in the quarter of each locality,
has been taken to ensure that the quotations in each case refer to the same class of commodity, in order that the statistics
every Province in the Dominion.
respective localities, under detailed instructions as to sources of information, quality of goods to be quoted, etc., from

DEPARTMENT OF LABOUR CANADA.
RETAIL PRICES: TABLE, No. 16.

COMMODITIES, CANADA, APRIL, 1911.

Rice, good medium, per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar.		Tea.		Coffee, medium, Mocha, per lb.	Potatoes, per bag of 1½ bushel.	Vinegar, White Wine, XXX, per quart.	Starch, laundry, per lb.	Coal.		Wood.		Coal oil, per gallon.	Rent, per month.
				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium, Indian or Ceylon, per lb.	Green, medium, Japan, per lb.					Anthracite, per ton of 2,000 lbs.	Bituminous, per ton of 2,000 lbs.	Hard, best, per long cord.	Soft, per cord.		
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	$ cts.	$ cts.	cts.	cts.	$ cts.	$ cts.	$ cts.	$ cts.	cts.	$
4	5	14	10	5	5	23–35	30	25–40	.90	10	8	6.50	3.50	4.50	3.50	20	9–12
5	5	12	13	5	5	30	25	35	1.35	8–9	10	.....	3.20	3.50–4	.....	16–18	5–15
5	5	10–12	10–12	5⅝	5	30–40	30–40	40	1.05	10	10	6.50	4.70	5.00	4.00	21	12–14
5–7	4	15	10	5	4½	30	60	40	1.35	10	10	7.00	5–5.25	5.50	3.50	20	15
5	5	12	8–14	5½	4–5	25	50	40	.90	12	10–12	6.50	4.50	.....	1.25	25	6–8
5	5	15	15	20	21	35	40	40	1.20	10	10	7.25	5.25	5.00	3.50	21	14
5	5	15	12–15	6	5½	40	50	40	1.50	10	12	6.50–7	5.10	8–9	8.00	20	9
5	5	15	10	6	5	30	.....	40	1.50	10	10	7.25	5.25	4.00	2.50	25	8
5	5	13	12	5	4½	35–40	35–40	40	1–1.20	20	10	7.50–7.75	5–5.50	6–7	4.50–5.50	18	16–18
4	4	12	12	5½	5	30–50	25–50	30–40	1.00	15	8	7.25	5.00	6.50	4.00	18	8
4	5	17	15	5	4½	40	40	40	1.25	10	8	6.80	6.00	5.00	4.50	23	11–14
4	5	15	10	5	4½	30–60	30–60	40	70–75	10	8	6.75	4.50	6.25–6.50	4.25–4.75	18	10–13
4–5	5	12	13	6	5	30–60	30–60	40	1.35	5–7	8	7.50	5.00	6.50–7	5.00	18	8–9
5	5	12	11	5	4½	35	40	40	.80	10	10	6.50	5.00	8.00	6.00	20	9
4	10	12	10	5	4½	30	25	30	1.25	20	10	7–7.50	4.50	8.00	6.50	18	13
5–6	10	6½	10	5	4½	25–50	25–40	25–50	1.00	15	8	7.25	6.75	8.00	6.00	18–25	10–15
4	4	12	7	5½	5	40	40	40	1.10	10	8	7.50	5.50	5.50	3.50	18	10–15
4½	5	12½–14	15	5	4½	30	30	40	1.10	10	8	7.50	5.50	6.50	3.25	20	12
5	5	.....	13	6	5	35	35	30–40	1.00	10	8	7.00	6.25	7.00	4.50	12½	6–10
5	5	20	15	5½	5	40		40	90	10	10	7.50	5.50	6.00	3.50	20	12
4	5	10	10	5	4½	25–35	40	25–40	1.00–1.10	10	7	7.50	6.00	7.50	5.00	18	18–20
							25–40										
5	8	.....	10	5	4½	30–50	30–50	40	1.30	10	8	6.00	4.00	7.00	5.00	20	10–15

RETAIL PRICES OF STAPLE

LOCALITY	Beef.		Veal, forequarter, per lb.	Mutton, hindquarter, per lb.	Pork.		Bacon, best smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure leaf, per lb.	Eggs.		Milk, per quart.	Butter.		Cheese.		Bread.		Flour, strong bakers, per lb.	Rolled Oats, per lb.
	Sirloin steak, best, per lb.	Medium chuck, per lb.			Fresh roasting, per lb.	Salt, per lb.				New laid, per doz.	Packed, per dozen.		Dairy, tub, per lb.	Creamery prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.		
St. Catherines	18	11	12–15	15	14–15	14	22	12½–15	15	20	16	7	25	28	18	15	3	4	2¾–3	3½
Hamilton.....	18–20	10–12	15	18	16	16	20	15	15	20	....	7	26	30	18	16	1½	4	3	4
Brantford.....	20	12	15	18	15	15	22	13	18	18	....	6	....	26	17	....	1½	3½	3½	5
Guelph.....	20	12½	13	18	15–17	18	23–25	12½	17	17	....	7	25–27	31	20	17	3	4	2½	4
Berlin.....	18	14	12½	15	15	15	22	10	15	18	....	6	....	26	18	16	1½	4	2¼	4
Woodstock...	18	13–14	12½–15	18	20	18	20	10–12½	18	16	....	6	25	30	20	15	1½	4	2¾	3
Stratford.....	18	15	13	16–18	22	20	25	12½	16	16	16	6	24	24	17	16	1¼	4	3	4
London.....	18	12	13	15	15	18	22	15	15	18	....	6	27	30	20	17	1½	3½	3	5
St. Thomas...	20	12½	12½	15	16	15	22	11	17	17	....	6	25	30	17	16	1½	3½	2¾	3
Chatham.....	18	15	15	18	18	14	23	12½–20	15	16	....	7	25	30	16	16	1½	4	2¾	3½
Windsor.....	18	10–12	15	15	18	16	22	15	20	20	....	8	30	35	24	20	1½	4	3	5
SaultSte.Marie	20	14	16	17	18	17	20	12½–14	16	25	....	9	23	28–30	16–17	....	1½	4	2⅝–3	3½–5
Port Arthur..	20–22	17–19	12–15	20–22	20–25	18–20	22–25	12–15	20	35	30	10	27½	30	....	20	4	6½	3¼	3½
Manitoba—																				
Winnipeg.....	22	14	14	20	18	18	25	11	18	22	....	10	27	32½	17	....	1	5	2¾	4
Brandon.....	20	12½	12½	20	18	14	25	15	22	15	13	10	25–28	30	20	....	1½	4	3¼	5
Saskatchewan—																				
Regina.....	22	15–20	20	22–25	22	15	35	15	20	25	15	10	30	35	25	20	1½	6⅔	4¼	5
Saskatoon....	20–22	15–17	20–22	22	20	18–20	35	....	20	20	15	12½	30–35	35–40	22	20	1½	2½	4–5	5
Alberta—																				
Calgary.....	22	14	12½	20	18	17	25	12½–15	18	25	20	10	25	35	17½	17½	1½	4⅔	2¼	3
Edmonton....	18	12½	16	20	18	20	25	18	18	25	20	10	30	35	20	20	1¼	5	3½	4
Lethbridge....	15–20	15	12½–18	15–22	15–18	17	25	15–18	20	30	25	10	30	35	20	20	1¼	6¼	3¼	5
British Columbia																				
Nelson.....	20–22	15	15	20–22	20	20	25–30	12½–15	20–22	35	25	12½	30	37½	....	20	1	6¼	4	4
Westminster...	25	15	20	25	23	18	35	15	21⅔	30	20	12½	40	40	20	20	1½	6⅔	7	5
Vancouver....	30	15	18	25	25	15	35	12½	20	35	30	10	25	35	20	20	1¼	4¼	3⅓	5
Victoria.....	22	17	20	25	22	22	50	10–12½	20	30	25	10	35	50	25	20	1	6¼	4	5
Nanaimo.....	20	15	16	23	20	20	26	10	18	30	....	10	30	40	20	....	2	6¼	7⅓	5

INDUSTRIAL ACCIDENTS DURING THE MONTH OF APRIL, 1911.

Under this heading, account is taken of such accidents only as were sustained by workmen in the course of their employment, and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureaus of Mines of Ontario and British Columbia, to the office of the factories' inspector of the Province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

DEPARTMENT OF LABOUR, CANADA
RETAIL PRICES: TABLE, No. 16

COMMODITIES, CANADA, APRIL, 1911.

Rice, good medium per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar.		Tea.		Coffee, medium, Mocha, per lb.	Potatoes, per bag of 1½ bushel.	Vinegar, White Wine, XXX, per quart.	Starch, laundry, per lb.	Coal.		Wood.		Coal oil, per gallon.	Rent, per month.
				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium Indian or Ceylon, per lb.	Green, medium Japan, per lb.					Anthracite, per ton of 2,000 lbs.	Bituminous, per ton of 2,000 lbs.	Hard, best, per long cord.	Soft, per cord.		
5	5	.....	10	7	6	40	40	30	1.20	10	8	7.00	.....	8.00	5–6	17	11
5	5	12	10–12	5	5	25–40	25–40	30–40	1.10	10	8	7.00	5.50–6	8.00	6.00	18	15
7	5	.....	12½	5½	5¼	25–40	25–40	35	1.00	10	9	7.25	5.00	8.00	5.00	16	10
5	5	10	13	6	5	25–40	25–40	25–40	.90	10	8	6.75	5.50	8.00	5.00	20	10
5	5	15	15	5	4⅞	35	35	40	.75	10	8	7.25–7.50	5.00	8.00	5.00	20	10–12
4	5	15	12½	5⅝	5	25	25	25	.75	10	10	7.25	4.50	7.50	6.00	16	8
5	5	8	10	6½	5½	25	25	25–30	80–90	10	10	7.00	6.00	8.50	7.00	18	8–10
5	5	13	13	5¼	5	30	30	40	.90	10	8	6–7.50	6.00	8.00	6.00	15	9–12
5	5	12½	12½	5	4¾	30	30	30	1.00	10	10	7.25	6.00	6.00	3.50	18	12
7	5½	12½	10	5⅝	5	25–50	40	40	1.00	10	8	7.25	5.00	.....	.....	15	8–10
5	7	12½	12½	6	5	30	30	30	1.10	10	10	7.50	5.00	5.00	4.50	20	12–15
5	5	12½	15	5⅝	5½	30	30	30	1.25	10	10	8.00	5.50	6.00	5.00	20–22	12–20
5	5	15	12½	6¼	5½	25–60	30–40	25–40	1.10	10	10	8.00	6.50	6.00	3.50–4.50	25	12–22
4½	5	12½	10	5⅝	5½	35	35	35	1.90	15	10	10.50	9.00	6.50	5.75	25	20–25
5	5	20	15–17½	6½	6⅛	35	35	35–40	1.65	10	10	11.25	9.00	6.75	4.75	35	15–30
5	5	15	15	5⅝	6⅜	35	40	35–40	1.50	15	10	13.50	8.50	9.00	8.50	30	35
8	6–7	15	12½	6½	4	45	40	40	1.25	15	12½	15.00	9.50	.....	7.00	35–40	35–40
6	6	17	12½	5¾	5¾	35	35	40	1.50	15	10	8.50	5.50	.....	.....	35	25–30
5	5	13	10	6	5¾	40	40	40	.90	20	12	3.50	.....	3.00	.....	30	20
10	6	15	12½	7	6¼	30–60	40–50	35–40	2.25	20	10	.....	5.25	.....	.....	35	14–18
8¼	8	15	15	7	6	50	50	40	2.75	20	12½	9.50–10.00	7–8.25	.....	6.00	50	15–20
8	6	12½	8	6⅜	5¼	35	35	40	2.50	15	8	.....	7.75	.....	5.00	40	25
5	5	12	12	6	5½	35	40	30	2.50	15	10	.....	7.50	.....	5.50	35	25–30
6	6	12½	12½	6¼	6	40	50	40	3.00	15–25	8	11.50	6.50–7.50	.....	6.00	35	22–24
6	8	17	12½	6¼	5½	40	40	40	2.75	20	12½	.....	4.50	.....	.....	40	8–12

INDUSTRIAL accidents occurring to 182 individual work people in Canada during the month of April, 1911, were reported to the Department of Labour. Of these, seventy-six were fatal and 106 resulted in serious injuries. In addition sixteen fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before April, 1911.

In the preceding month there were 104 fatal and 218 non-fatal accidents reported, a total of 322, and in April, 1910, there were ninety-four fatal and 246 non-fatal accidents, a total of 340.

The number of fatal accidents reported in April, 1911, was, therefore, twenty-eight less than in the preceding month and eighteen less than in April, 1910. The number of non-fatal accidents reported in April, 1911, was 112 less than in the preceding month, and 140 less than in April 1910. Altogether there were 140 industrial accidents reported in April, 1911 less than in the preceding month, and 158 less than in the same month of the preceding year.

The following is a record of the accidents of the month of April by industries and trades:—

STATEMENT OF ACCIDENTS DURING APRIL 1911, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed.	Injured.	Total
Agriculture	4	17	21
Fishing and hunting	6	.....	6
Lumbering	2	7	9
Mining	9	7	16
Building trades	6	7	13
Metal trades	13	20	33
Woodworking trades	.....	5	5
Printing trades	.....	.....	.....
Clothing trades	.....	.....	.....
Textile trades	.....	2	2
Food and tobacco preparation	.....	2	2
Leather trades	.....	1	1
Railway service	11	14	25
Navigation	7	1	8
General transport	4	5	9
Civic employés	1	2	3
Miscellaneous	9	8	17
Unskilled labour	4	8	12
Total	76	106	182

Nature of Fatalities and Accidents.

The disasters of the month involving more than one fatality were: the drowning of six members of the crew of the steamship *Iroquois* off Shell Island, B.C., the drowning of six seal hunters off Magdalen Island; the death of four employés of an explosive factory at Sand Point, Ont.; the death of four miners at Pitt Lake, B.C.; the death of two miners at Rossland, B.C.; the death of two well-diggers near Moosomin, Sask.; and the death of four members of the Royal Northwest Mounted Police, who perished in the Yukon district sometime during the winter.

Wreck of Steamer "Iroquois" off Shell Island, B.C.

On April 10, the steamer *Iroquois*, a small vessel plying between Sydney, B.C., and the islands in the Gulf of Georgia was wrecked in a heavy sea through the shifting of the cargo. Twenty-one lives were reported to have been lost in this disaster, including six members of the steamers' crew. At the coroner's inquest the verdict of "manslaughter" was brought against the Captain of the *Iroquois* who was among the survivors. A commission was appointed by the Dominion Government for the purpose of holding a formal investigation concerning the cause of the wreck.

Explosion at Explosives Factory at Sand Point, Ont.

On April 27 a disastrous explosion took place at Sand Point, Ont., at the drying plant of the Dominion Explosives Company, by which four employés of the Company were killed. No light was thrown at the inquest on the cause of the accident, and an investigation was instituted by the Dominion Government.

Death of Two Well-Diggers near Moosomin, Sask.

On April 10, two well-diggers lost their lives while digging a well on a farm near Moosomin, Sask. The well had been partially dug, and one of the men descended to continue operations. He was overcome by gas when about twenty feet from the surface and dropped to the bottom. His fellow-worker then descended to rescue him and he was also overcome with fatal results.

Death of Two Miners at Rossland, B.C.

On April 7, two miners were killed by a premature explosion at Rossland, B.C.

Death of Four Members of the Royal North-West Mounted Police.

Early in the winter a patrol consisting of four members of the Royal Northwest

Mounted Police left Fort McPherson to make the annual trip to Dawson, a distance of 1,000 miles. The trip is usually made in four or five weeks, and on their non-arrival at the expected time anxiety was felt for their safety. A search was undertaken for them and about the middle of April their bodies were found about 100 miles from Dawson.

Death of Six Seal Hunters.

On April 3 six seal hunters were drowned by the upsetting of a boat off the Magdalen Islands.

Death of Four Miners at Pitt Lake, B.C.

Four miners were reported to have been killed in a blasting accident at Pitt Lake, B.C., on April 13. It was believed that they had gone back to examine a blast which had not gone off, and that the explosion occurred while they were standing over it.

Record by Industries and Trades.

Agriculture.—In this industry there were four fatal, and seventeen non-fatal accidents in April, 1911, compared with seventeen fatal and eighteen non-fatal accidents in March and ten fatal and eighteen non-fatal accidents in the corresponding month of last year. Of the fatal accidents, two were caused by the victims being caught in machinery, and one each by being struck by a log and a bundle of hay. Of the non-fatal accidents, five were due to falls from vehicles; six to live stock; two to machinery, and one each to falling through a trap-door, falling from a scaffold, being cut with an axe, and one by a fall in which a broken arm was extent of injury.

Fishing and hunting.—There were six deaths in April, 1911, compared with two in March, and nine in April, 1910. The six sealers who perished were drowned at the same time.

Lumbering.—During April there were eighteen fatal and seven non-fatal accidents, compared with ten fatal and seventeen non-fatal in March and sixteen fatal and eleven non-fatal in April, 1910. Of the fatalities, five were caused by the upsetting of a boat and the other by a falling tree. The seven non-fatal accidents were caused by machinery.

Mining.—Nine men were killed and seven seriously injured in mines during April, compared with eleven killed and nineteen injured in March, and seven killed and ten injured in April, 1910. Of the fatalities, six were caused by blasting, two by falling coal, and one by machinery. Of the non-fatal accidents, two were caused by machinery, three by falling coal or rock, one man was run over and one was burnt by ignited gas.

Building trades.—In the building trades there were reported six fatalities and seven non-fatal accidents, compared with five fatal and fifteen non-fatal in March, and none killed and seventeen injured in April, 1910. Five of the fatalities were caused by falls from buildings, and scaffolds, and one by a falling house. Of the non-fatal accidents, five were from falls from buildings and scaffolds, and five were struck by falling material.

Metal, engineering, and shipbuilding trades.—During April there were thirteen fatal and twenty non-fatal accidents, compared with eight fatal and fifty-three non-fatal accidents in March, and seven fata and fifty-two non-fatal accidents in April, 1910. Of the fatalities, five were caused by hot metal, three by machinery, two by falls, and one each by electric shock, falling material and by being run over by cars. Of the non-fatal accidents, seven were caused by falling material, three by falls, six by machinery, two by electric shock, one by elevator and one by explosion.

Woodworking trades. — During April there were five non-fatal accidents, compared with thirteen non-fatal accidents in March and one fatal and twenty-eight non-fatal accidents in April, 1910. Three of the accidents were caused by machinery and two by flying material.

Textile trades.—During April there were two non-fatal accidents, compared with one killed and two injured in March, and one killed and four injured in April, 1910. One of the accidents was caused by machinery and the other by hot water.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F., No. 91.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF APRIL, 1911.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Agriculture—				
Farmer	Kindersley, Sask	April 8	1	Struck by a log.
"	St. Cesaire, Que.	" 6	1	Struck by a bundle of hay.
Cheesemaker	Augusta tp.	" 15	1	Caught in a fly wheel.
Chopping mill owner	Mount Brydges, Ont.	" 13	1	Caught in belting.
Hunting and fishing—				
Seal hunters	Magdalen Islands, Que	" 3	6	Drowned by upsetting of boat.
Lumbering—				
Logger	Port Renfrew, B.C.	" 7	1	Drowned by upsetting of boat.
"	Rimouski River, Que.	" 29	1	Head crushed by falling tree.
Mining—				
Coal miner	Chase River, B.C.	" 2	1	Struck by a cable.
"	Albion Mines, N.S.	" 20	1	Struck by falling coal.
Miners	Rossland, B.C.	" 7	2	Killed by a premature blast.
"	Pitt Lake, B.C.	" 13	4	Killed by a blast.
Miners' helper	Stellarton, N.S.	" 20	1	Crushed by falling coal.
Building trades—				
Contractor	Ottawa, Ont.	" 3	1	Fell from a scaffold.
Carpenter	Montreal, Que.	" 17	1	Fell from a building.
Builders' labourer	Montreal, Que.	"	1	Fell from building, fractured skull.
"	Maisonneuve	" 15	1	Fell from a balcony and broke his neck.
"	Maisonneuve	" 19	1	Fell from a scaffold and broke his neck.
"	Calgary, Alta.	" 22	1	Crushed under a house when moving it.
Metal trades—				
Japanner	Longueuil, Que.	" 8	1	Burnt by contact with red-hot iron.
Electric lineman	Near Newmarket, Ont.	" 19	1	Killed by electric shock.
Electrical worker	Toronto, Ont.	" 6	1	Crushed by a roll of wire.
Electric lineman	Grimsby, Ont.	" 12	1	Fell 25 feet through breaking of cross arm of pole.
Foundry employés	Sorel, Que.	" 4	4	Scalded by molten metal.
Foundry employé	Montreal, Que.	" 1	1	Crushed between cars.
Machinist	Maisonneuve, Que.	" 21	1	Caught in a power cable.
Machinist	Asbestos, Que.	" 18	1	Caught in machinery.
Structural iron worker	Hamilton, Ont.	" 25	1	Fell from a trestle.
Iron and steel worker	Sault Ste Marie, Ont.	" 8	1	Caught in machinery.
Railway service—				
Railway agent	Belle River, Ont.	" 8	1	Struck by an engine.
Brakeman	Midland, Ont.	" 3	1	Fell between cars and was run over.
Brakeman	St. François de Montmagny, Q.	" 16	1	Run over when coupling cars.
Car repairer	Mimico, Ont.	" 6	1	Crushed between cars.
Brakeman	Bellevue, Ont.	" 11	"	Run over when coupling cars.
Freight handler	Toronto, Ont.	" 15	1	Crushed between cars.
Brakeman	Glace Bay, N.S.	" 19	1	Fell off engine and was run over.
Brakeman	Richmond, N.S.	" 24	1	Fell from a car and was run over.
Engineer	Near North Wakefield, Que.	" 14	1	Fatally scalded, train ran into a washout.
Watercarrier for construction gang	Toronto, Ont.	" 26	1	Struck by an engine.
Section foreman	Near Townsend, B.C.	" 3	1	Struck by a train.
Navigation—				
Ship crew	Off British Columbia coast	" 10	6	Drowned by wrecking of vessel.
Oiler on steamer	Quebec, Quebec.	" 15	1	Drowned by falling off ladder.
General transport—				
Stevedore	St. John, N.B.	" 14	1	Struck by a sling of deals and knocked into a hold.
Teamster	Montreal, Que.	" 10	1	Fell from load of hay.
Stableman	Toronto, Ont.	" 11	1	Thrown from cart, horse ran away.
Teamster	Taber, Alta.	" 23	1	Fell from cart and was run over.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F., No. 91.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF APRIL, 1911.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Public employés—				
Constable	Winnipeg, Man	April 13	1	Electrocuted while watching premises.
Miscellaneous trades—				
Engineer of powder Co.	Protection Island, Nanaimo, B.C	" 5	1	Explosion of powder magazine.
Paper mill hand	Ottawa, Ont	" 3	1	Crushed between rollers.
Night watchman	Toronto, Ont	" 12	1	Fell down elevator shaft.
Explosives factory emp.	Sand Point, Ont	" 27	4	Killed by an explosion.
Well diggers	Near Moosomin, Sask	" 10	2	Overcome by gas in well.
Unskilled labour—				
Labourer	Vancouver, B.C	" 15	1	Killed by a premature blast.
Labourer	Iroquois, Ont	" 10	1	Drowned in a lock, through collapse of a scaffold.
Labourer	Calgary, Alta	" 26	1	Killed by a cave-in when digging trench.
Construction labourer	Near Alix, Alta	" 17	1	Drowned when taking horses across river.

FATAL ACCIDENTS HAPPENING IN THE PREVIOUS MONTH BUT ONLY REPORTED TO THE DEPARTMENT IN APRIL, 1911.

Farmer	Near Arthur, Ont	Mar. 31	1	Struck by a falling tree.
Trapper	North Saskatchewan	February	1	Starved to death.
Millwright	Lindsay, Ont	March 31	1	Fell from a building.
Machinist	Toronto, Ont	" 7	1	Skin torn, blood poisoning set in.
N. W. Mounted Police	Yukon District	Jan. or Feb.	4	Found dead on trail.
Engine wiper	Swift Current, Sask	Feb. 26	1	Fell into pit of tender.
Labourer	Brockville, Ont	Jan. 3	1	Thrown off tender.
Brakeman	Muskoka, Ont	March 7	1	Crushed while switching.
Railway fireman	Crow's Nest, B.C	" 8	1	Head crushed and injured internally.
Brakeman	Cartier, Ont	" 15	1	Struck by engine when working switch.
Railway employé	Swift Current, Sask	" 11	1	Run over by switch engine.
Railway employé	Turnbull, Ont	" 27	1	Found with fractured skull.
Brakeman	Welland, Ont	" 21	1	Killed when coupling.

Food and tobacco preparation.—During April there were two injured, compared with one killed and three injured in March and six injured in April, 1910. One person was hurt by machinery and the other by an elevator.

Leather trades.—One person was hurt during April by machinery, compared with two injured in March and none in April 1910.

Railway service.—During April there were eleven fatal and fourteen non-fatal accidents, compared with eighteen fatal and twenty-six non-fatal accidents in March, and sixteen killed and forty injured in April 1910. Of the fatalities, three persons were struck by engines or trains, five were run over, two were crushed between cars, and one was scalded. Of the non-fatal accidents, two fell, two were hurt in collisions, one while coupling cars, three fell and were run over, and one each by getting caught in frog and run over, crushed between cars, struck by crowbar, struck by falling material, burned and scalded.

Navigation.—During April seven were killed and one injured, compared with seven injured in March, and four killed and four injured in April, 1910. Of the fatalities, seven men were drowned, and of the non-fatal accidents, one was caused by falling machinery.

General transport.—During April there were four killed and five injured, compared with four killed and eleven injured in March, and three killed and eight injured in April 1910. Of the fatalities,

three were by falling from vehicles, and one by falling material, and of the non-fatal accidents, five were injured by falling from vehicles.

Civic employés.—During April, one was killed and two injured, compared with two killed and sixteen injured in March, and four killed and thirty injured in April 1910. The fatality was caused by an electric shock, and of the two who were injured, one fell and one was struck by material.

Miscellaneous.—During April there were nine killed and eight injured, compared with five killed and seven injured in March, and eight killed and eleven injured in April, 1910. Of the fatalities, five were caused by explosions, two by gas, and one each by a fall, and machinery, Of the non-fatal accidents, seven were caused by machinery and one by falling.

Unskilled labour.—There were four killed and eight injured during April, compared with thirteen killed and thirteen injured in March, and eight killed and fifteen injured in April, 1910. Of the fatalities, two were caused by drowning, one by a premature blast and one by a cave-in. Of the non-fatal accidents, three were caused by falling material, two by falls, two by explosion, and one by machinery.

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR DURING THE SEVEN MONTHS ENDING MARCH 31, 1911.

AN upward trend of wages continued throughout the period of seven months from September, 1910, to March, 1911, inclusive. The principal changes were among railway employés, of whom over 8,000 received increases. Substantial advances were given to employés of eleven municipalities during the first quarter of the present year. There were few changes in hours of labour, the only ones recorded affecting printers at Vancouver, B.C., bookbinders and rubbers at St. John, N.B., carmen of the Grand Trunk Railway, and deck-hands of the Canadian Pacific Steamships at Victoria and Vancouver, B.C. By an amendment to the Quebec Factories Act, the working hours of women and children in that province were reduced from sixty to fifty-eight per week.

Changes by Industries and Groups of Trades.

Agriculture.—Owing to a diminution in the grain yield the exodus of harvesters to the Northwest Provinces was much less severely felt in the general market for labour than in the fall of 1909. Wages ran from $20 to $45 per month with board, or from $2 to $3 per day for exceptionally good men. In the Eastern Provinces favourable returns caused some demand for farm hands, but wages remained about as they were in the previous season.

Building trades.—On September 5, 500 bricklayers and masons at Montreal, Que., after a strike which commenced in the month of July, 1910, received an advance in wages from 40 to 45 cents per hour. On September 11, 275 tinroofers received an increase in wages from $12.50 to $15 per week. On September 17 lathers (twenty-five) in Edmonton, Alta., were granted an increase in wages of from $2.50 to $3 per 1,000 laths; and in October, plasterers (twelve) at Brantford, Ont., received an increase of from 35 to 40 cents per hour.

Metal, engineering and shipbuilding trades.—After a short strike, tin roofers (275) at Montreal, Que., were granted an increase from $12.50 to $15 per week. Metal workers at Calgary, Alta., (fifty) also received an increase from $20.25 to $22.95 per week. In Edmonton, Alta., after a strike commencing on August 23 and ending on September 4, sheet metal workers numbering twenty-six received an increase in wages from 40 to 42½ cents per hour, and dating from January 1, 1911, workers of this class at Ottawa had their wages increased from $16.20 to $18.90 per week. Moulders (thirty-five) at Carleton Place, Ont., received on December 7 an increase of ten per cent. in wages.

Woodworking trades.—During October pattern makers at Brantford, Ont., were granted an increase of five per cent. in wages.

Printing and allied trades.—On November 15, bookbinders and rulers (forty-eight) were granted a decrease of one hour per day without reduction in wage scale. Hand compositors, machine compositors, day and night men, and piece workers at Halifax, N.S., received an increase of wages under a new agreement with their employers; and printers, stereotypers and electrotypers at Vancouver, B.C., under new three-year agreements received an increase of $6 per week in wages. On January 1, increases in wages were granted to printers at Edmonton, Alta., and to foremen, journeymen, machinists and machine operators in printing offices at Prince Rupert, B.C.

Food and tobacco preparation.—By voluntary concession on the part of their employers, 325 male biscuit and confectionery hands at London, Ont., had their working week reduced from fifty-six to fifty-three hours, and female hands (575) in the same group had their working hours reduced from fifty-six to fifty, on September 1, the whole without reduction in wages.

Railway employés.—Engineers on the Canadian portion of the Michigan Central Railway, in September, were granted an increase from $3.75 to $4.15 per 100 miles in the case of passenger trains, and from $3.83 to $4.85 per 100 miles in the case of freight trains. Carmen (400) on the Canadian Northern Railway system between Winnipeg, Man., and Edmonton, Alta., were granted during Septber an increase of wages under the award of a Board of Conciliation and Investigation. At the request of the employés, trainmen (ninety) on the Temiscaming & Northern Ontario Railway system were granted, on October 1, a substantial increase in allowance per 100 miles run. On September 1 an increase of $4 per month was granted to telegraphers, agents and operators, on the Grand Trunk Railway system, under the award of a Committee of Conciliation; and in a similar manner on October 1 telegraphers, train despatchers and station agents employed on Dominion Government Railways (490) received a substantial increase in wages and a decrease from twelve to eight hours per day to operators at certain specified terminal points. On the other hand, during September carmen in the employ of the Grand Trunk Railway system were reduced from $9.60 to $9.12 per week in wages, and from sixty to fifty-four in hours of labour per week. On January 1, locomotive engineers, firemen and hostlers (720) employed on the Dominion Government Railways received an increase in wages. Permanent maintenance-of-way employés of the Grand Trunk Railway, and yardmen and trainmen in the freight service of Dominion Government Railways received a substantial increase in wages. By an award of a Conciliation Board given in March maintenance-of-way men (4,000) of the Canadian Pacific Railway were granted an increase in wages dating back to December 1. On January 1, firemen (500) on the Père Marquette Railway system were increased from $2 to $2.30 per 100 miles, and freight, passenger and yard engineers (500) on the same system also received a raise in wages. Engineers on the Toronto, Hamilton & Buffalo Railway (twenty-five) were granted an increase in wages, on December 1.

Electric and Street Railway Employés.—Employés on the British Columbia Electric Railway system (800) were advanced in wages after negotiations, the men abandoning the Company's profit-sharing scheme. At the request of the men, the employés of the Fort William and Port Arthur Street Railways received an increase from 27½ to 29 cents per hour in maximum wages during November. Motormen and conductors (nine) of the St. Thomas street railway, and motormen and conductors of the Calgary street railway received advances in wages during November. The employés of the Hamilton Cataract Power, Light & Traction Company (204) had their wages increased from December 1.

Municipal and public employés.—During October, trench diggers (800) and electrical workers (twenty) at Calgary, Alta., were granted an increase in wages and in November teamsters and powe[r]

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
Building Trades—				
Bricklayers and Masons	Montreal, Que....	500	Sept. 5	Increased from 40c. to 45c. an hour.....
Bricklayers and Masons	Guelph, Ont.....	40	Mar. 1	Increase in wages from 43c. to 48½c. per hour.....
Lathers.....	Edmonton, Alta..	25	Sept. 17	Increase in wages.....
Plasterers.....	Brantford, Ont...	12	Oct. 17	Increase in wages from 35c. to 40c. per hour.....
Painters, Paperhangers and Decorators.....	Victoria, B.C.....	150	Mar. 1	Increase from $3.50 to $4. per eight-hour day.....
Tin roofers.....	Montreal, Que....	275	Sept. 11	Increase in wages.....
Metal, engineering and shipbuilding trades—				
Sheet metal workers...	Edmonton, Alta..	26	Sept. 4	Increase in wages to a minimum of 42½ cents, per hr.
Metal workers.....	Calgary, Alta.....	50	Oct. 1	Increase in wages.....
Moulders.....	Carleton Place, O.	35	Dec. 7	An increase of 10 per cent. in wages.....
Sheet metal workers...	Ottawa, Ont.....	.....	Jan. 1	Increase in wages.....
Woodworking trades—				
Pattern makers.....	Brantford, Ont...	.....	Oct.	Increase of 5 per cent. in wages.....
Printing trades—				
Bookbinders and rulers	St. John, N.B....	48	Nov. 15	Decrease of one hour per day, six days a week. No half holiday during the winter months. Without reduction in wages.....
Hand compositors....	Halifax, N.S.....	.....	Jan. 1	Increase in wages.....
Machine comps., day..	"	.....	" 1	Increase in wages.....
Machine comps., night	"	.....	" 1	Increase in wages.....
Piece workers.....	"	.....	" 1	Increase in wages.....
Printers, day.....	Vancouver, B.C...	30	Feb. 1	Increase in wages and graduated decrease of from 7½ to 7 hours, per day.....
Printers, night.....	" ..			
Stereotypers and electrotypers.....	" ..	.....	Feb. 1	Increase in wages as under, holidays to be charged time and a half.....
Foreman.....	.....	1	" 1	.....
Journeymen.....	.....	1	.....	" " "
Apprentices, 1st year	" ..	1	" 1	" " "
" 2nd year	" ..	1	" 1	" " "
" 3rd year	" ..	1	" 1	" " "
" 4th year	" ..	1	" 1	" " "
" 5th year	" ..	.....	" 1	" " "
Printers, day.....	Edmonton, Alta..	.....	" 1	Increase in wages.....
Printers, night.....	" ..	.....	" 1	" .....
Foremen.....	Prince Rupert, BC	.....	" 1	" .....
Journeymen, hand and machine.....	" ..	.....	" 1	" .....
Machinists.....	" ..	.....	" 1	" .....
Machinists' operators..	" ..	.....	" 1	" .....
Food and tobacco preparation—				
Biscuit and confectionery factory hands...	London, Ont.....	Male. 225	Sept. 1	Reduction of 3 hours time per week.....
		Female. 575	" 1	Reduction of 6 hours time per week.....
Railway employés—				
Engineers on Michigan Central Railway—	On Canadian system	.....	Sept. 1	Increase in wages, per 100 mile run.....
Passenger train engrs.	"	.....	" 1	Increase in wages per 100-mile run.....
Freight train engineers	"	.....	" 1	" .....

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, SERIES E., No.28.

DURING SEPTEMBER, 1910–MARCH, 1911, BOTH INCLUSIVE.

Estimated Rate of Wages per Week.		Estimated Hours of Labour per Week.		Change in Wages per Head per Week.		Change in Working Hours per Head per Week.		Manner in Which Change was Brought About.
Before change.	After change.	Before change.	After change.	Increase	Decrease	Increase	Decrease	
$ 21.60	$ 24.30	54	54	$ 2.70	.....	.....	.....	After a strike.
20.64	23.28	48	48	2.64	.....	.....	.....	At request of men.
$2.50 per 1,000 laths.	$3.00 per 1,000 laths	..	..	$.50 per 1,000 laths.	.....	.....	.....	At request of men.
18.90	$ 21.60	54	54	2.70	.....	.....	.....	At request of men.
21.00	24.00	48	48	3.00	.....	.....	.....	At request of men.
12.50	15.00	..	..	2.50	.....	.....	.....	At request of men.
$ 19.20	$ 20.40	48	48	$ 1.20	.....	.....	.....	After a strike.
20.25	22.95	..	..	2.70	.....	.....	.....	After a strike.
20.70	22.50	..	..	1.80	.....	.....	.....	After a strike.
16.20	18.90	54	54	2.70	.....	.....	.....	After a strike.
.....	.....	.....	.....	.....	.....	.....	.....	At request of men.
$ 12.00	$ 12.00	54	48	.....	.....	.....	6	At request of workers.
.....	$ 14.00	.....	.....	.....	.....	.....	.....	Under a new agreement, overtime
.....	16.00	.....	.....	.....	.....	.....	.....	1½ for 3 hours; after 3 hours,
.....	18.00	.....	.....	.....	.....	.....	.....	double price.
.....	$.37 per 1,000 ems.	.....	.....	.....	.....	.....	.....	
$ 25.00	$30.00	45	42	$5.00	.....	.....	3	Under a new 3 year agreement.
27.00	33.00	45	42	6.00	.....	.....	3	
25.00	31.00	48	48	6.00	.....	.....	.....	Under a new 3 year agreement.
21.00	27.00	48	48	6.00	.....	.....	.....	Under a new 3 year agreement.
3.00	9.00	48	48	6.00	.....	.....	.....	Under a new 3 year agreement.
6.00	12.00	48	48	6.00	.....	.....	.....	Under a new 3 year agreement.
9.00	15.00	48	48	6.00	.....	.....	.....	Under a new 3 year agreement.
12.00	18.00	48	48	6.00	.....	.....	.....	Under a new 3 year agreement.
15.00	21.00	48	48	6.00	.....	.....	.....	Under a new 3 year agreement.
19.00	20.00	.....	.....	1.00				
20.50	21.50	.....	.....	1.00				
30.00	33.00	.....	.....	3.00				
27.00	30.00	.....	.....	3.00				
33.00	36.00	.....	.....	3.00				
36.00	39.00	.....	.....	3.00				
.....	.....	56	53	.....	.....	.....	3	Voluntary concession of employers
.....	.....	56	50	.....	.....	.....	6	
.....	.....	.....	.....	.....	.....	.....	.....	Result of a conference between Company and men.
$ 3.75	$ 4.15	.....	.....	$ .40	.....	.....	.....	"
3.83 per 90miles	4.85 p. 100 miles	.....	.....	.59	.....	.....	.....	"

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
Carmen in the employ of the Canadian Northern Railway Company.	On system from Winnipeg to Edmonton.	400	Sept. 27	Increase in wages
Trainmen	On Temiscaming and Northern Ontario Railway System.	90	Oct. 1	Increase in wages and re-arrangement of working rules: Conductors: Passenger Way freight Through freight Pickup Work Yard, day Yard, night Baggagemen, passenger Brakemen, passenger Brakemen (senior) way freight " (junior) way freight " (senior) freight " (junior) freight " pickup " work " yard, day " yard, night
Telegraphers, agents and operators	Grand Trunk Railway.	199	Sept. 1	Increase in wages
Carmen	"	.....	"	Reduction in wages and hours of labour
Telegraphers, train despatchers and station agents.	Government Railways	490	Oct. 1	Increase in wages and decrease from 12 to 8 hours in the case of operators at certain specified terminal points.
			1911	
Locomotive engineers	Government Railways	300	Jan. 1	Increase of 7½ per cent in daily rates of wages
Locomotive firemen	"	400	"	" " " "
Hostlers	"	20	"	Increase from 22 to 24 cents per hour
Firemen	Pére Marquette Railway.	500	Jan. 15	Increase in wages
Freight engineers	"	500	Feb. 1	"
Passenger engineers	"		" 1	"
Yard engineers	"		" 1	"
Permanent maintenance of-way employés	Grand Trunk Pacific Railway.	1,000	Jan. 1	Increase in wages and change in working conditions
Yardmen and trainmen in freight service.	Government Railways.	.....	Jan. 1	Increase of 20 per cent. to yardmen, and 10 per cent. to trainmen in freight service
Engineers	Toronto, Hamilton and Buffalo Railway.	25	Dec. 1	Increase in wages as follows: Hamilton-Buffalo regular passenger service West passenger service Extra passenger service Through freight service. Heavy engines Through freight service. Light engines Way freight service Snow plow service Work train service, heavy engines Work train service, light engines

[1]For schedule of wages fixed by Conciliation Board see *Labour Gazette* for July 1910, page 96.

[2]Yards other than North Bay Junction.

[3]For details of award see *Labour Gazette* for March, 1911, pages 976–981.

[4]For details of award see *Labour Gazette* for February, 1911, pages 867–871.

DURING SEPTEMBER, 1910–MARCH, 1911, BOTH INCLUSIVE—Continued.

Estimated Rate of Wages per Week.		Estimated Hours of Labour per Week.		Change in Wages per Head per Week.		Change in Working Hours per Head per Week.		Manner in which Change was brought about.
Before change.	After change.	Before change.	After change.	Increase	Decrease	Increase	Decrease	
.....	.....	.....	.....	.....	.....	.....	.....	Work resumed on terms of the award of the Conciliation Board[1]
.....	.....	.....	.....	.....	.....	.....	.....	At request of men.
Per 100 miles.	Per 100 miles.							
$ 2.44	$ 2.68							
3.50	3.97½							
3.10	3.83							
3.10	3.80							
3.10	3.63							
3.10	3.70–3.60 [2]							
3.10	3.90–3.80 [2]							
1.41	1.55							
1.29	1.50							
2.45	2.70							
2.00	2.70							
2.07	2.42							
1.65	2.42							
2.07–1.65	2.56							
2.07–1.65	2.42							
2.60–2.20	3.40–3.30 [2]							
2.60–2.20	3.60–3.50							
.....	.....	.....	.....	$4.00 per mo.	.....	.....	.....	Under award of committee of arbitration.
$ 9.60	$ 9.12	60	54	.....	$ .48	.....	3	By order of company.
.....	.....	.....	.....	.....	.....	.....	.....	Award by Board of Conciliation and Investigation under Industrial Disputes Investigation Act.[3]
.....	.....	.....	.....	.....	.....	.....	.....	At request of men.
								At request of men.
$ 13.20	$ 14.40	60	60	1.20	.....	.....	.....	At request of men.
Per 100 miles.	Per 100 miles.			Per 100 miles.				
$ 2.00	$ 2.30	.....	.....	$ .30	.....	.....	.....	Under new agreement.
4.35	4.85	.....	.....	.50	.....	.....	.....	Under new agreement.
3.75	3.95	.....	.....	.20	.....	.....	.....	Under new agreement.
3.30	3.80	.....	.....	.50	.....	.....	.....	Under new agreement.
.....	.....	.....	.....	.....	.....	.....	.....	Award by Board of Conciliation.[4]
.....	.....	.....	.....	.....	.....	.....	.....	Voluntary concession.
Old Rate. Per 100 miles.	New Rate. Per 100 miles.							
$ 3.75	4.15							
3.40	3.78							
4.00	4.15							
4.00	4.52							
4.00	4.35							
4.30	4.80							
4.80	4.80							
4.00	4.52							
4.00	4.35							

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
Maintenance-of-way	C. P. R. System	4,000	Dec. 1	Increase in wages.[1]
Railway machinists	St. Thomas, Ont	75	Feb. 1	Increase in wages from 31½ cents to 34½ cents per hr.[2]
Electric and street railway employés—				
British Columbia Electric Railway employés	On whole system	800	Sept.	Increase in wages per hour
Street railway employés.	Fort William and Port Arthur, Ont.	.....	Nov.	Increase in maximum wages of from 27½ c. to 29c. hr.
Motormen and conductors.	Hamilton Street Railway Co.	145	Dec. 1	Increase in wages
"	Hamilton & Dundas Street Railway.	6	" 1	"
"	Hamilton Radial Electric Rwy.	.....	" 1	"
"	Hamilton Grinsby and Beamsville Railway.	22	" 1	"
"	Brantford and Hamilton Electric Railway.	20	" 1	"
Motormen and conductors	St. Thomas, Ont.	11	" 1	"
"	Calgary, Alta.	9	Nov.	"
Navigation—		.....	Nov.	"
Ship carpenters	Lunenburg, N. S.	.....	Nov. 25	Increase in wages, and wages to be paid monthly, as soon as circumstances warrant it
Deck hands	Canadian Pacific S.S. Company, Victoria and Vancouver.	136	Nov.	Reduction in hours and overtime rates of 40 cents per hour for work performed on Sundays and holidays, and in excess of regular hours.
Municipal and public employés—				
City firemen	London, Ont.	.....	.....	Increase in wages.
Chief	"	1	Dec. 16	"
Assistant chief	"	1	" 16	"
Engineer	"	1	" 16	"
Captains	"	6	" 16	"
Lieutenants	"	6	" 16	"
Assistant engineer	"	1	" 16	"
First year men	"	7	" 16	"
Second year men	"	6	" 16	"
Third year men	"	4	" 16	"
Fourth year men	"	7	" 16	"
Incinerator employés	Calgary, Alta.	2	" 1	"
Foreman Incinerator	"	2	" 1	"
Civic employés	Niagara Falls, Ont	.....	Jan.	Increase in salaries as under Mayor City Clerk Assistant-City Clerk (*F*) Tax Collector Superintendent Streets Health Inspector Market Clerk

[1]For schedule of wages fixed by Conciliation Board in *Labour Gazette* for April, pages 1099 to 1106.

[2]The regular day is nine hours, but some of the men sometimes work eight hours per day, and when in the roundhouse, ten hours.

[3]For text of award see *Labour Gazette* for December, 1910, pages 652–653. (*F*) Female employed.

DURING SEPTEMBER, 1910–MARCH, 1911, BOTH INCLUSIVE—Continued.

Estimated Rate of Wages per Week.		Estimated Hours of Labour per Week.		Change in Wages per Head per Week.		Change in Working Hours per Head per Week.		Manner in which Change was brought about.
Before change.	After change.	Before change.	After change.	Increase.	Decrease	Increase	Decrease	
.....	.....	.....	.....	.....	.....	.....	.....	Conciliation under I.D.I. Act.
.....	.....	.....	.....	.....	.....	.....	.....	At request of men.
$ 10.80–17.01	$ 11.88–19.71	54	54	1.08	.....	54	54	After negotiations, men abandoning profit sharing scheme.
$ 16.57	$ 17.40	60	60	.83	.....	.....	.....	At request of men.
$ 11.50	$ 13.00	62	62	1.50	.....	.....	.....	Voluntary concession.
14.75	16.00	82	82	1.75	.....	.....	.....	Voluntary concession.
14.75	16.00	82	82	1.75	.....	.....	.....	Voluntary concession
15.65	16.95	87	87	1.30	.....	.....	.....	Voluntary concession.
15.30	16.60	85	85	1.30	.....	.....	.....	Voluntary concession.
10.80	11.40	60	60	.60	.....	.....	.....	On petition of men.
.....	.....	.....	.....	.....	.....	.....	.....	After a strike lasting from November 21 to November 25.
.....	.....	Irregular	60	.....	.....	.....	.....	Award of Board of Conciliation and Investigation.[3]
Per Year.	Per Year.			Per Year	Per Year			
$1,500.00	$1,600.00	.....	.....	$100.00	.....	.....	.....	On petition from men.
1,000.00	1,100.00	.....	.....	100.00	.....	.....	.....	On petition from men.
795.00	849.75	.....	.....	54.75	.....	.....	.....	On petition from men.
Per Week.	Per Week.			Per week	Per week			
14.24½	15.14½	.....	.....	$ .90	.....	.....	.....	On petition from men.
12.96½	13.86½	.....	.....	.90	.....	.....	.....	On petition from men.
12.96	13.86½	.....	.....	.90	.....	.....	.....	On petition from men.
9.00	10.50	.....	.....	1.50	.....	.....	.....	On petition from men.
10.80	11.70	.....	.....	.90	.....	.....	.....	On petition from men.
12.00	12.90	.....	.....	.90	.....	.....	.....	On petition from men.
12.60	13.50	.....	.....	.90	.....	.....	.....	On petition from men.
Per mo.	Per mo.			Per mo.	Per mo.			
60.00	65.00	.....	.....	5.00	.....	.....	.....	On petition of men.
70.00	75.00	.....	.....	5.00	.....	.....	.....	On petition of men.
Per Year 1910	Per Year. 1911			Per Year	Per year			
$ 500.00	$ 600.00	.....	.....	$100.00	.....	.....	.....	Granted by City Council.
1,000.00	1,000.00	.....	.....					
500.00	600.00	.....	.....	100.00				
900.00	1,000.00	.....	.....	100.00				
840.00	900.00	.....	.....	60.00				
830.00	900.00	.....	.....	70.00				
720.00	750.00	.....	.....	30.00				

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
Civic employés	Niagara Falls, Ont.		Jan.	Collector Electric Department
				Trimmer Electric Department
				Foreman Electric Department
				Team Driver
				Superintendent Water Works
				Clerk Water Com. (*F*)
				Foreman Water Works
Firemen	Brantford, Ont.	21	Mar. 15	Increase in pay first year from $1.70 to $1.85 per day.
		3	" 15	" second year from $1.80 to $2.00 "
		2	" 15	" third year from $1.90 to $2.15 "
		7	" 15	" fourth year from $2.00 to $2.25 "
		2	" 15	" assistant foremen from $2.25-2.50 "
		2	" 15	" foremen from $2.50 to $2.75 "
		1	" 15	" chief from $1,200 to $1,500 per year
Policemen	"	5	" 15	" first year from $1.70 to $1.85 per day.
		.....	" 15	" second year from $1.80 to $1.90 "
		.....	" 15	" third year from $1.90 to $2.05 "
		4	" 15	" fourth and fifth years from $2-2.20 "
		2	" 15	" Class A from $2.15 to $2.40 per day
		2	" 15	" sergeants from $2.50 to $2.75 per day
				" chief from $1,675 to $1,800 per year.
Firemen	Ottawa, Ont.	62	Jan. 1	Increase per year first year from $525 to $600
				" second year from $550 to $650
				" third year from $575 to $700
				" fourth year from $600 to $750
				" fifth year from $650 to $750
				" sixth year from $700 to $750
Fire engineers	"	4	" 1	" first year from $700 to $750
				" second year from $750 to $800
				" third year from $800 to $850
				" fourth year from $850 to $900
Fire lieutenants	"	6	" 1	" first year from $750 to $800
				" second year from $775 to $850
				" third year from $800 to $900
Fire captains	"	11	" 1	" first year from $850 to $950
				" second year from $900 to $1,000
				" third year from $950 to $1,050
				" fourth year from $1,000 to $1,050
Departmental heads and assistants	"	18	" 1	Increase ranging from $100 to $450 per year in maximum salaries
Clerks	"	25	" 1	Increase of $50 a year granted in most cases, maximum scale established ranging from $500 to $1,250 per year
Fire chief	St. Thomas, Ont	1	Mar. 1	Increase in pay per year from $780 to $840
Assistant fire chief	"	1	" 1	" " " $660 to $720
Driver	"	1	" 1	" " " $650 to $700
			1911	
City police—	Toronto, Ont.	.....	Jan. 1	Increase in salary
Chief constable	"	.....	" 1	"
Deputy chief constable	"	.....	" 1	"
Inspector of detectives	"	.....	" 1	"
Detectives	"	.....	" 1	"
Sergeants	"	.....	" 1	"
Patrol sergeants	"	.....	" 1	"
1st class constable	"	.....	" 1	"
2nd class constable	"	.....	" 1	"
3rd class constable	"	.....	" 1	"
Firemen:	"			
Chief	"	1	" 1	"
Deputy chief	"	1	" 1	"
District chief	"	4	" 1	"
Secretary	"	1	" 1	"
Supt. of Telegraphs	"	1	" 1	"

(*F*) Female employed.

DURING SEPTEMBER, 1910–MARCH, 1911, BOTH INCLUSIVE—Continued.

Estimated Rate of Wages per Week.		Estimated Hours of Labour per Week.		Change in Wages per Head per Week.		Change in Working Hours per Head per Week.		Manner in which Change was brought about.
Before change.	After change.	Before change.	After change.	Increase	Decrease	Increase	Decrease	
780.00	840.00	.....	.....	60.00				
720.00	750.00	.....	.....	30.00				
840.00	900.00	.....	.....	60.00				
660.00	720.00	.....	.....	60.00				
1,020.00	1,200.00	.....	.....	180.00	.....			
480.00	600.00	.....	.....	120.00				
780.00	840.00	.....	.....	60.00				
$ 11.90	$ 12.95	.....	.....	$1.05	.....	.....	.....	Petition made by men.
12.60	14.00	.....	.....	1.40	.....	.....	.....	Petition made by men.
13.30	15.05	.....	.....	1.75	.....	.....	.....	Petition made by men.
14.00	15.75	.....	.....	1.75	.....	.....	.....	Petition made by men.
15.75	17.50	.....	.....	1.75	.....	.....	.....	Petition made by men.
17.50	19.25	.....	.....	1.75	.....	.....	.....	Petition made by men
11.90	12.95	.....	.....	1.05	.....	.....	.....	Petition made by men.
14.00	15.40	.....	.....	1.40				
15.05	16.80	.....	.....	1.75				
17.50	19.25	.....	.....	1.75				
10.10	11.54	.....	.....	1.44	.....	.....	.....	Petition made by some of the men
10.58	12.50	.....	.....	1.92				
11.06	13.46	.....	.....	2.40				
11.54	14.42	.....	.....	2.88				
12.50	14.42	.....	.....	1.92				
13.46	14.42	.....	.....	.96				
13.46	14.42	.....	.....	.96				Petition made by some of the men
14.42	15.38	.....	.....	.96				
15.38	16.34	.....	.....	.96				
16.34	17.30	.....	.....	.96				
14.42	15.38	.....	.....	.96				
14.90	16.34	.....	.....	1.44				
15.38	17.30	.....	.....	1.92				
$ 16.34	$ 18.26	.....	.....	$1.92	.....	.....	.....	Petition made by some of the men
17.30	19.22	.....	.....	1.92				
18.26	20.18	.....	.....	1.92				
19.22	20.18	.....	.....	.96				
20.40	23.46	.....	.....	.....	.....	.....	.....	Voluntary concession.
$8–$20	$10–$24	.....	.....	$2–$4	.....	.....	.....	Petition made by some of the men.
Per Year.	Per Year.			Per Year	Per Year			Granted by police commissioners.
$2,073.00	$2,250.00	.....	.....	$177.00	.....	.....	.....	Granted by police commissioners.
1,500.00	1,600.00	.....	.....	100.00	.....	.....	.....	Granted by police commissioners.
1,146.00	1,200.00	.....	.....	54.00	.....	.....	.....	Granted by police commissioners.
1,073.00	1,150.00	.....	.....	77.00	.....	.....	.....	Granted by police commissioners.
996.00	1,100.00	.....	.....	104.00	.....	.....	.....	Granted by police commissioners.
930.00	1,000.00	.....	.....	70.00	.....	.....	.....	Granted by police commissioners.
840.00	900.00	.....	.....	60.00	.....	.....	.....	Granted by police commissioners.
803.00	840.00	.....	.....	37.00	.....	.....	.....	Granted by police commissioners.
675.00	700.00	.....	.....	25.00	.....	.....	.....	Granted by police commissioners.
$3,500.00	$4,000.00	.....	.....	.....	.....	.....	.....	Voluntarily granted, by City
2,500.00	3,000.00	.....	.....	.....	.....	.....	.....	Council. "
1,700.00	2,000.00	.....	.....	.....	.....	.....	.....	" "
2,300.00	3,000.00	.....	.....	.....	.....	.....	.....	" "
1,400.00	1,600.00	.....	.....	.....	.....	.....	.....	" "

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
Sr. Asst. Telegraphes..	Toronto, Ont....	1	Jan. 1	Increase in salary
Jr. Asst. Telegraphes..	"	1	" 1	" "
Captains.....	"	28	" 1	" "
Lieutenants.....	"	27	" 1	" "
Supt. of Engines....	"	1	" 1	" "
Engineers.....	"	8	" 1	" "
Asst. engineers.....	"	9	" 1	" "
Firemen and drivers	"	172	" 1	" " ..First year Second year Third year Fourth year Fifth year
Civic employés—				
Labourers (water works	"	40	" 1	"
Inspectors.....	"	2	" 1	"
Engineers.....	"	27	" 1	"
Tree climbers or trimmers	"	6 or 8	Jan. 1	Increase in wages
City police.....	Windsor, Ont	8	Jan. 10	Increase in pay from $750 to $775 per year
City firemen.....	Chatham, Ont....	3	Feb. 1	Increase in salary
City police.....	" ...	4	" 1	"
City police chief.....	" ...	1	" 1	"
Chief of firemen.....	" ...	1	" 1	"
Road foremen.....	So. Vancouver,BC	.....	" 1	Increase in wages
Crusher foremen	"	.....	" 1	"
Strawbosses, powdermen and concrete men	"	.....	" 1	"
Labourers.....	"	.....	" 1	"
Teamsters.....	"	.....	" 1	"
Trench diggers.....	Calgary, Alta ...	800	Oct.	Increase in wages
Policemen.....	Ottawa, Ont.....	75	Jan. 1	Granted one day rest in seven without reduction in wages
Foreman, electrician..	Calgary, Alta . ..	1	Oct. 15	Increase in wages
Linemen.....	"	8	" 15	"
Groundmen.....	"	11	" 15	"
Teamsters.....	Victoria, B.C.....	50	Nov. 14	"
Labourers.....	"	250	" 14	"
Teamsters.....	Calgary, Alta. ..	15	" 1	"
Power station firemen	"	5	" 1	"
"	"	3	" 1	"
Provincial police.....	Ontario.....	42	" 1	Increase in minimum salary
"	"	42	" 1	Increase in maximum salary
Public Library Employés				
Librarian.....	Ottawa.....	1	Oct. 1	Increase in salary
Reference librarian....	"	1	" 1	"
Cataloguer.....	"	1	" 1	"
Library Clerks.....	"	2	" 1	"
"	"	1	" 1	"
Isolation Hospital Employés—				
Superintendent	"	1	" 1	"
Head nurses.....	"	2	" 1	"
Miscellaneous.....	"	4	" 1	"
Market Inspector.....	"	1	" 1	"

DURING SEPTEMBER, 1910–MARCH 1911—Continued.

Estimated Rate of Wages per Week.		Estimated Hours of Labour per Week.		Change in Wages per Head per Week.		Change in Working Hours per Head per Week.		Manner in which Change was brought about.
Before change.	After change.	Before change.	After change.	Increase	Decrease	Increase	Decrease	
Per Year	Per Year							
950.00	1,050.00	.....	.....	.....	.....	.....	.....	Voluntarily granted by City Council.
850.00	1,000.00	.....	.....	.....	.....	.....	.....	" "
1,100.00	1,200.00	.....	.....	.....	.....	.....	.....	" "
975.00	1,050.00	.....	.....	.....	.....	.....	.....	" "
1,100.00	1,200.00	.....	.....	.....	.....	.....	.....	" "
925.00	1,000.00	.....	.....	.....	.....	.....	.....	" "
875.00	950.00	.....	.....	.....	.....	.....	.....	" "
525.00	600.00	.....	.....	.....	.....	.....	.....	" "
625.00	700.00	.....	.....	.....	.....	.....	.....	" "
725.00	800.00	.....	.....	.....	.....	.....	.....	" "
825.00	900.00	.....	.....	.....	.....	.....	.....	" "
925.00	1,000.00	.....	.....	.....	.....	.....	.....	" "
Per week.	Per week.			Per week	Per week			
12.00	13.50	54	54	1.50	.....	.....	.....	Voluntarily granted by City Council.
15.00	16.50	54	54	1.50	.....	.....	.....	"
18.00	21.00	54	54	3.00	.....	.....	.....	"
12.00	13.50	54	54	1.50	.....	.....	.....	Voluntarily granted by City Council.
Per Year.	Per Year.							
750.00	$ 775.00	.....	.....	.....	.....	.....	.....	Granted by police Commissioners
$630.00	$ 650.00	72	72	$20.00	.....	.....	.....	On petition of men.
600.00	660.00	72	72	60.00	.....	.....	.....	On petition of men.
$800.00	$ 825.00	72	72	25.00	.....	.....	.....	On petition of men.
Per week.	Per week.			Per week	Per week			
$ 21.00	$ 22.50	48	48	$ 1.50	.....	.....	.....	Voluntary concession.
21.00	22.50	48	48	1.50	.....	.....	.....	Voluntary concession.
10.80	18.72	48	48	1.92	.....	.....	.....	Voluntary concession.
15.36	16.80	48	48	1.44	.....	.....	.....	Voluntary concession
6.00								
15.00	16.35	.....	.....	1.35	.....	.....	.....	At request of men.
.....	.....	.....	.....	.....	.....	.....	.....	At request of men.
23.30	25.92	54	54	2.62	.....	.....	.....	On petition of employés.
21.00	22.95	54	54	1.95	.....	.....	.....	On petition of men.
13.50	14.85	54	54	1.35	.....	.....	.....	On petition of men.
6.00	7.00	48	48	1.00	.....	.....	.....	On petition of men.
15–16.50	16.50–18	48	48	1.50	.....	.....	.....	On petition of men.
Per mo.	Per mo.			Per mo.	Per mo.			
60.00	65.00	.....	.....	5.00	.....	.....	.....	On petition of men.
70.00	75.00	.....	.....	5.00	.....	.....	.....	On petition of men.
75.00	80.00	.....	.....	5.00	.....	.....	.....	On petition of men.
Per Year.	Per Year.			Per Year	Per Year			
750.00	800.00	.....	.....	50.00	.....	.....	.....	Under new regulation.
1,000.00	1,100.00	.....	.....	100.00	.....	.....	.....	Under new regulation.
Per Week.	Per Week.			Per week	Per week			
30.00	36.00	42	42	6.00	.....	.....	.....	At request of employés.
13.50	15.00	42	42	1.50	.....	.....	.....	At request of employés.
13.00	13.50	42	42	.50	.....	.....	.....	At request of employés.
7.00	8.00	42	42	1.00	.....	.....	.....	At request of employés.
5.00	6.00	42	42	1.00	.....	.....	.....	At request of employés.
12.50	15.00	.....	.....	2.50	.....	.....	.....	At request of employés.
7.50	8.75	63	63	1.25	.....	.....	.....	At request of employés.
10.00	11.00	.....	.....	1.00	.....	.....	.....	At request of employés.
24.00	26.00	.....	.....	2.00	.....	.....	.....	At request of employés.

CHANGES IN RATES OF WAGES AND HOURS OF LABOUR

CLASS OF WORKPEOPLE AFFECTED.	LOCALITY.	Approximate Number of Workpeople affected.	Date from which change took effect.	PARTICULARS OF CHANGE.
Market toll collectors	Ottawa	2	Oct. 1	Increase in salary
Market coal weighmasters	"	9	" 1	"
"	"	2	" 1	"
Miscellaneous trades—				
Clerks	Bank of Montreal		Nov.	A general increase of $200 and upwards in salaries
Paper box workers	London, Ont.	125	Jan. 19	Decrease in hours from 60 to 55 per week, without reduction in wages
General labour—				
Women and children in factories	Quebec, Que.		Jan. 1	Decrease in hours of labour from 60 to 58 per week

station employés in the same city also received an advance in their wage scale. Increases in minimum and maximum salary were also granted to forty-two members of the Ontario Provincial Police. At Ottawa, on October 1, the employés of the Public Library (six), of the Isolation Hospital (seven), and the market inspector, toll collectors and weighmasters, fourteen in number, received a substantial increase in wages, while on January 1, police constables were voluntarily granted one day's rest in seven, without reduction in wages; the fire captains (eleven), departmental heads and assistants (eighteen) and clerks (twenty-five) received increases. In December, the incinerator foreman and other incinerator employés, numbering four in all, were granted an increase of $5 per month in salary. On December 16 the London, Ont., fire brigade, composed of forty members, received a substantial advance in salary, and on January 1, the civic employés of Niagara Falls, Ont., (fourteen) were granted an improved scale of salaries. On January 1, the city police force and certain other municipal officers in Toronto, Ont., were granted by voluntary concession an improved scale of wages, as were also city policemen and firemen in Chatham, Ont., and a number of civic employés at South Vancouver, B.C., On January 10, the city police at Windsor, Ont., received an increase in pay; and on March 15, the firemen and policemen of Brantford, Ont., also received advances. At Toronto the city police, firemen, heads of departments and other civic employés received increases, dating from January 1, 1911,

Miscellaneous.—During November, the Bank of Montreal notified its employés of a general increase of $200 per annum and upwards in salary. Paper box makers (125) at London, Ont., on January 19 had their weekly hours reduced from sixty to fifty-five without any reduction in wages.

Navigation.—During November, ship carpenters at Lunenburg, N.S., after a short strike were granted an increase in wages, their wages to be paid monthly as soon as circumstances warranted it. Deck hands (136) in the employ of the Canadian Pacific Steamship Company at Victoria and Vancouver, B.C., received a reduction in hours, and overtime rates of 40 cents per hour for Sundays and holidays, under an award by a Board of Conciliation and Investigation.

Factory labour.—By amendments to the Quebec Factories Acts coming into force on January 1, 1911, a decrease in hours from sixty to fifty-eight per week was granted to all women and children employed in factories.

DURING SEPTEMBER, 1910 TO MARCH, 1911, BOTH INCLUSIVE.—Continued.

Estimated Rate of Wages per Week.		Estimated Hours of Labour per Week.		Change in Wages per Head per Week.		Change in Working Hours per Head per Week.		Manner in which Change was Brought about.
Before change.	After change.	Before change.	After change.	Increase	Decrease	Increase	Decrease	
Per Week	Per Week							
13.00	14.00	60	60	1.00	.....	.....	.....	At request of employés.
13.00	14.00	60	60	1.00	.....	.....	.....	At request of employés.
11.00	12.00	60	60	1.00	.....	.....	.....	At request of employés.
.....	.....	.....	.....	.....	.....	.....	.....	Voluntary concession.
.....	.....	60	55	.....	.....	.....	5	Voluntary concession.
.....	.....	60	58	.....	.....	.....	.....	By amendments to Factories' Act
.....	.....	.....	.....	.....	.....	.....	2	of Province of Quebec, which went into force on Jan. 1, 1911.

TRADE DISPUTES DURING THE MONTH OF APRIL, 1911.

THE most serious dispute during the month of April was a strike of coal miners in Alberta and the eastern part of British Columbia, which lasted throughout the whole of the month. None of the other strikes during the month were of very great magnitude, but a strike of coal miners at Springhill, N.S., which had been in existence since August, 1909, still continued through the month. Some disturbance was caused at Prince Rupert, B.C., during the first week of the month by a strike of labourers which had been going on for a month.

Analysis of Trade Disputes during the Month.

Number and magnitude.—The total number of trade disputes reported to have been in existence in Canada during April was fourteen, the same number as in March, and two less than in April, 1910. About twenty-nine firms and 8,713 employés were involved in these disputes; twenty firms and 360 employés having been involved in new disputes.

Loss of time in working days.—The loss of time to employés through trade disputes during April was approximately 202,275, compared with 33,600 days in March, and 49,110 days in April, 1910.

Trades affected by new disputes.—The following table shows the trades affected by new disputes, and the number of employés in each group of trades:—

Trades.	No. of Disputes.	No. of Employés.
Mining	2	6,470
Building trades	3	291
Woodworking trades	1	19
Miscellaneous	1	50
Total	7	6,830

Localities affected by new disputes.—Two new disputes of the month took place in the Province of Ontario, two in Alberta, and one each in New Brunswick and British Columbia. The remaining dispute took place in the Province of Alberta and the eastern part of British Columbia.

Causes of disputes.—The following were the causes of the new disputes of the month:—

Cause.	No. of Disputes.
For higher wages	4
For higher wages and shorter hours	1
For higher wages and changes in conditions.	2
Total	7

Methods of settlement.—Of the fourteen disputes in existence settlements were effected in six, leaving eight still unsettled at the close of the month. One was settled by arbitration, one by negotiations between the parties concerned. In three, work was resumed, and in one the places of the strikers were filled.

Results of disputes.—Employers were successful in three of the disputes which were terminated; employés in one, and in one case a compromise was effected. The result of one was indefinite, the employer not being concerned.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes which were in existence during April and which began in previous months comprised strikes of coal miners at Springhill, N.S., labourers at Prince Rupert, B.C., billiard table makers and shoe-fitters at Toronto, Ont., cotton spinners at St. Henri, Que., tailors at Ottawa, Ont., and a lockout of carpet weavers at Toronto, Ont.

Strike of Coal Miners at Springhill, N.S.

There was little change in the situation with regard to the strike of coal miners at Springhill, N.S., where about 1,000 men were still out during April. This dispute, which had been in existence since August 11, 1909, was due to the refusal of the employers to recognise the United Mine Workers of America or to grant demands for certain changes in conditions of employment.

Strike of Labourers at Prince Rupert, B.C.

On March 6 a strike of about 250 labourers took place at Prince Rupert, B.C., on account of the refusal of the contractors for road-grading to grant an increase in wages from 37½ cents to 45 cents per hour. The latter rate had been granted to the men by the municipality, candidates for municipal honours having promised the advance before the elections. Several riots took place in the course of this dispute on the contractors attempting to resume work with new hands, and one man was seriously wounded. Fifty-six arrests were made and normal conditions were resumed about April 8, many of the strikers having left the city and their places being filled. The strike was declared off on April 24.

Strike of Billiard Table Makers at Toronto, Ont.

On March 30, about forty-two billiard table makers at Toronto declared a strike on account of the refusal of the employers to grant the demand of woodworkers for an increase of ten per cent. in wages. About thirty other employés then went out in sympathy. Work was resumed on April 6, an increase of 1½ cents per hour having been granted to cabinet-makers and machine hands. The former rate of wages averaged about 27 cents per hour, and the increase represented an advance of about five per cent.

Strike of Shoe-Fitters at Toronto, Ont.

On March 29 a strike of shoe-fitters took place at Toronto, on account of their objection to piece-work prices offered them. About fifteen employés were directly affected and about sixty-five indirectly affected by the dispute. The strike was settled on April 8, when some of the employés were taken back. No changes in prices were made.

Strike of Cotton-Spinners at St. Henri, Que.

On March 31 a strike of twenty-nine cotton-spinners of the Dominion Textile Company's establishment at St. Henri took place. It was stated by the Company that the cause of the dispute was the employment of a non-union worker who was without funds to join the union. Work was resumed on April 8 under conditions prevailing before the strike, the non-union worker having joined the union.

Strike of Journeymen Tailors at Ottawa, Ont.

On March 28 a strike of eight journeymen tailors took place at Ottawa, on account of the discharge of a female em-

ployé. It was claimed by the employer that she was incompetent, but it was alleged by the strikers that she was dismissed because she had joined the Journeymen Tailors' Union. On April 7, the dismissed employé was reinstated, and all the strikers returned to work.

Lock-out of Carpet-Weavers at Toronto, Ont.

No settlement was reported in the case of a lockout of 114 carpet-weavers which took place at Toronto, Ont., on March 26. The dispute arose because the employés had joined the Carpet-Weavers' Union, which was contrary to the rules of the establishment, which was run as a non-union shop. No settlement was reported during the month.

New Disputes.

The new disputes of the month comprised strikes of coal miners in Alberta and the eastern part of British Columbia, plasterers and plasterers' labourers at Calgary, Alta., painters at Port Arthur and Fort William, Ont., pattern-makers at Peterborough, Ont., coal miners at Bankhead, Alta., pulp mill hands at St. George, N.B., and carpenters at Vancouver, B.C.

Strike of Coal Miners in Alberta and Eastern British Columbia.

On April 1, a strike of about 6,000 coal miners in Alberta and the eastern part of British Columbia took place on account of the failure to reach a new agreement with the Western Coal Operators' Association, the old agreement having expired on March 31. About sixteen companies were affected by the dispute. On April 13, application was made to the Department of Labour for the establishment of a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act. The Board was immediately constituted and held its first meeting on April 25. The dispute, however, was still unsettled at the close of the month.*

*A further account of this dispute is given on another page under the article entitled "Proceedings under the Industrial Disputes Investigation Act, 1907."

Strike of Plasterers and Plasterers' Labourers at Calgary, Alta.

On April 3, a strike of plasterers and plasterers' labourers took place at Calgary, Alta., in which about eighty-five men were involved and all the firms in Calgary. The cause of the dispute was the refusal of the employers to grant to plasterers an increase in wages from 68¾ cents to 75 cents per hour, and to plasterers' labourers from 44¼ cents to 50 cents per hour. In the course of negotiations, the Builders' Exchange made an offer of 70 cents, but asked that the men work six hours on Saturday instead of four. This offer was rejected and a strike declared. Joint meetings between committees representing the two parties were then held and after various offers had been made and refused it was agreed that the question of wages should be submitted to arbitration. It was further agreed that the award of the arbitrator should stand for twelve months. The award of the arbitrator was in favour of the employers, and work was resumed on April 10. It was alleged by the men that in their written statement to the arbitrator the Builders' Exchange had added two hours extra work on Saturdays on straight time, and that according to the award a week of forty-six hours was established, instead of forty-four hours.

Strike of Painters at Port Arthur and Fort William, Ont.

On April 17, a strike of painters at Port Arthur and Fort William, Ont., took place, on account of the refusal of the employers to grant the demand for an increase in wages from 35 cents to 40 cents per hour. While no settlement of the dispute was reported during the month, the employers stated they had filled the places of the strikers.

Strike of Pattern-Makers at Peterborough, Ont.

On April 18, about twelve pattern-makers employed in the Canadian General Electric Company's works at Peterborough, Ont., went on strike on account of the failure of the employers to grant their

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES C, No. 127.

TABLE OF TRADE DISPUTES DURING THE MONTH OF APRIL, 1911.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employés affected.				Date of commencement.		Result.
					Directly.		Indirectly.				
			Directly.	Indirectly.	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Mining—											
Coal miners	Springhill, N.S.	For recognition of Union, and increase in wages and against conditions of employment.	1	.....	1,000	.....	.....	.....	Aug. 11 1909	.....	No settlement reported, but places of many strikers were filled.
Woodworking trades–											
Billiard table makers	Toronto, Ont.	For increase in wages	1	.....	42	.....	.....	.....	March 30	April 6	Increase of 1½ cents per hour granted to some of the men.
Clothing trades—											
Shoefitters	Toronto, Ont.	For higher piece work prices	1	.....	12	3	55	10	March 29	April 8	Some strikers were taken back under old conditions.
Tailors	Ottawa, Ont.	Against discharge of an employé	1	.....	5	3	.....	.....	March 27	April 7	Discharged employé taken back.
Textile trades—											
Carpet weavers	Toronto, Ont.	Lockout on account of employés joining Union	1	.....	114	.....	.....	.....	" 22	.....	No settlement reported at end of month.
Cotton spinners	St. Henri, Que.	Against employment of a non-unionist	1	.....	29	.....	60	20	" 31	" 8	Work resumed, non-unionist joined Union.
Unskilled labour—											
Labourers	Prince Rupert, B.C.	For increase in wages from 37½ to 45 cents an hour	3	.....	1,100	.....	.....	.....	" 6	" 8	Places of strikers filled, strike declared off on April 24.

Mining—												
Coal miners	Alberta and Eastern British Columbia	Failure to reach new agreement.	16		6,000				April	1		No settlement reported at end of month.
Coal miners	Bankhead, Alta.	Failure to reach new agreement.	1		550		20		"	21		No settlement reported at end of month.
Building trades—												
Carpenters and joiners	Vancouver, B.C.	For increase in wages from $4 to $4.50 per day.			116				"	10		No settlement reported, but nearly 1,900 were at work at wages demanded.
Plasterers and plasterers' labourers	Calgary, Alta	For increase in wages from 68¾ to 75 cents an hour.			85				"	3	April 10	Settled by arbitration, increase not granted.
Painters	Port Arthur and Fort William, Ont.	For increase in wages from 35 to 40 cents per hour	1		90				"	17		No settlement reported at end of month.
Woodworking trades—												
Patternmakers	Peterborough, Ont.	For increase in wages	1		12		7		"	18		No settlement reported at end of month.
Miscellaneous trades—												
Pulpmill hands	St. George, N.B.	For an 8-hour day instead of 13 and 11 hours with increase in minimum wages.	1		50				"	26		No settlement reported at end of month.

*Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table, therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention moreover, is not made of disputes involving less than six employés, or of less duration than 24 hours.

demand for an increase in wages. No settlement was reported during the month.

Strike of Coal Miners at Bankhead, Alta.

On April 1, a strike of coal miners took place at the Bankhead mines, Alberta. The cause of the dispute was a failure to arrive at a new agreement with the employers to replace one which had expired. About 450 men were directly affected by the dispute, and twenty indirectly. No settlement of the dispute was reported during the month.

Strike of Pulp-Mill Hands, St. George, N.B

On April 26, about fifty pulp-mill hands at St. George, N.B., declared a strike on account of the refusal of their employer to grant a demand for an eight hour day, with a minimum wage of 22 cents per hour, in place of a day of eleven and thirteen hours, with the minimum wages of a fraction over 15 cents per hour. No settlement of the dispute took place during the month.

Strike of Carpenters at Vancouver, B.C.

On April 10, a strike of about 116 carpenters and joiners took place at Vancouver, B.C., on account of the refusal of some employers to grant a demand for an increase in wages from $4.00 to $4.50 per day. No settlement of the dispute was reported during the month, but the desired increase had been granted to nearly 1900 men before the strike.

The table which is published herewith is a compilation of the trade disputes of the Dominion of Canada, which began or were in continuance during the month of April, and which have been reported to the Department.

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during April, 1911.

DOMINION REPORTS.

Report of the Department of Railways and Canals; Canal statistics for the season of Navigation, 1910. Ottawa: King's Printer, 1911. Pages, 386. Price, 25 cents.

THE report of Canal Statistics for 1910 shows a substantial increase for volume of traffic through the canals of the Dominion. Freight distributed amounted to 42,990,608 tons as compared with 33,720,748 tons in 1909. The traffic through the Sault Ste. Marie canal amounted to 36,395,387 tons, an increase of 8,534,442 tons over the previous year. Traffic through Welland Canal amounted to 2,326,290 tons, an increase of 300,339 tons over the previous year. Traffic through the St. Lawrence Canal amounted to 2,760,752 tons, an increase of 350,123 tons.

A remarkable growth is shown in business for the past decade as demonstrated in the following table:

1901.	5,665,259	tons.
1902.	7,513,197	"
1903.	9,203,817	"
1904.	8,256,236	"
1905.	9,371,744	"
1906.	10,523,185	"
1907.	20,543,639	"
1908.	17,502,820	"
1909.	33,720,748	"
1910.	42,990,608	"

The volume of wheat which passed through the Sault Ste. Marie in 1896, the first year of operation, amounted to 19,314,234 bushels. In 1909 the wheat of Canadian origin which passed through the Canal amounted to 48,047,833 bushels, and in 1910 this was increased to 51,774,833 bushels.

The capital expenditure on canals of the Dominion to March 31, 1910, including both construction and maintenance amounted to $96,962,415.67.

ONTARIO REPORTS.

Bureau of Labour.

Eleventh report of the Bureau of Labour of the Province of Ontario for the year ending December 31st, 1910, Toronto, 1911, Pages, 285.

The eleventh report of the Bureau of Labour for Ontario for the year 1910 deals with the following subjects: Municipal Statistics, Municipal Public Utilities, Free Employment Bureaus, Labour Organizations including returns by secretaries, Suggestions by the Organizations, Director of Labour Organizations in Ontario, Wages and Hours of Labour, Industrial Statistics, Returns by Manufacturers, Benefits paid by International Organizations, Ontario Labour Laws, Legal Decisions Affecting Labour in Ontario, Trade Disputes in Ontario, British and Foreign Labour News.

The returns from municipalities show 19,102 new buildings erected in 1909 costing $43,355,358. There were expended on permanent improvements $5,495,941, and on sanitation $1,417,781. The returns also show for each locality the industrial establishments started during the previous year, and openings for other industries.

Statistics of public utilities owned and operated by the municipalities show capitalization of over $30,000,000 for the 160 municipalities making returns. The eighteen cities of the Province report assets of this nature of $20,333,292, ninety-two towns $9,975,655, forty-two villages $985,008, and eight townships $73,547. Waterworks represented the sum of $25,022,444; electric lighting, $4,211,989; gas works, $505,214; street railways, $657,978; power plants, $672,533; telephone systems, $277,344; miscellaneous, $20,000.

Out of 679 returns from manufacturers only thirty-seven were incomplete, leaving to be tabulated 642 establishments, employing 49,060 persons, compared with 610 establishments, employing 39,156 in 1908. The product of these establishments was $111,392,169; the wages paid were $21,392,444. The average wages rate per year in 1909 was $452.15, and per day $1.58, as compared with $443.99 and $1.58 in 1908. The average increase in product in all the classes was 16.48 per cent., thirty-nine establishments reported unspecified increases, fourteen unspecified decreases, and 122 the same product as previously.

The five free employment bureaus established at Berlin, Hamilton, London, Ottawa and Brantford, reported a grand total of 1,169 male and eighty-three female applications for work received; 1,491 applications for male help and 212 for female help, and situations filled 874 by males and sixty-two by females.

Bureau of Colonization.

Annual report of the Bureau of Colonization for the Province of Ontario, 1909, King's Printer, Toronto, 1910, pages,

During the year 1909 the Bureau of Colonization for Ontario placed 271 persons on Ontario farms; in addition, 963 were so placed by the Salvation Army. Domestic servants to the number of sixty-six were placed by the Salvation Army, and 258 domestics were given accommodation at the Women's Welcome Hostel. The new illustrated handbook of the Province was published and over 100,000 copies circulated chiefly in Great Britain. The greatest obstacles to the rapid development of the agricultural resources of Northern Ontario are said to be the facts that men with considerable means have many avenues in which to invest their capital and men with little or no means find the opportunity to obtain ready money for their labour to be such that the clearing of the land is neglected. The rich discoveries of valuable minerals also frequently induce the settler to become a prospector. With a view to demonstrating the agricultural possibilities of the land of Northern Ontario a demonstration farm of 640 acres situated thirty-four miles south of Cochrane, the junction point of the Temiskaming and Northern Ontario Railway and the Grand Trunk Pacific Railway, was selected in 1907. This land was covered with timber, about ninety acres had been slashed in 1907 and thirty acres logged in 1908. During 1909 about twelve acres were stumped and were made ready for crop and two acres were sown with fall wheat.

Department of Agriculture.

Report of the Minister of Agriculture for the year ending October 31, 1910. Toronto: King's Printer, 1910. Pages 62.

The report of the Minister of Agriculture of Ontario for 1910 deals with

the following subjects: Ontario Agricultural College, Ontario Veterinary College, Bureau of Industries, Agricultural Societies Branch, Live Stock Branch, Farmers' Institute Branch, Fruit Branch, District Representatives, Colonization and Immigration, Factory Inspection, Stationary Engineers, and Present Status of Agriculture.

In the Ontario Agricultural College courses are conducted in experimental work of various kinds of interest to farmers, in Experimental Union extension work, nature study in public schools, forestry and drainage work. The attendance at the Ontario Agricultural College, including the MacDonald College, during the past year amounted to 1,386, which was eighty-eight over the record of the previous year. During the month of June the College is opened to farmers of the Province who visit in large numbers and spend a day visiting various points of interest in the College and listening to short talks by Professors. The attendance of farmers during last June was upwards of 40,000. In order to equip teachers to teach agriculture in the public schools courses in elementary agriculture and horticulture were arranged for April, May, and June, at which there was an attendance of forty-one teachers, and in July fifty more teachers took nature study at the summer school course, and ten elementary agriculture. Experiments have been conducted by the Department of Forestry in the work of reclaiming waste lands, and the forestry nursery of 1300 acres has been equipped for the purpose of producing trees and seedlings for distribution throughout the Province. On this land there are at present 800,000 forest plants and about 1,500,000 seedlings in seed beds. About 200,000 forest tree seedlings were distributed through the Province and in addition sixty collections of forest tree seedlings were sent to public schools to be planted in school grounds.

BRITISH REPORTS.

Reports of the Chief Registrar of Friendly Societies for the year ending December 31, 1909. Part B, Industrial and Provident Societies, London: Wyman & Sons, Limited, London, 1911. Pages 281.

The report of the Chief Registrar of Friendly Societies on Industrial and Provident Societies for the year 1909 shows the extent of the co-operative movement in Great Britain. It is stated that at the end of that year co-operation in its various phases comprised in the report presented a membership of 2,777,513 with total assets of £60,597,446; or an addition of upwards of two and one quarter millions sterling during the year. For the convenience of classification in the report, the Societies are divided into three groups: (1) Societies for carrying on Industries and Trades; (2) Societies for carrying on Businesses; and (3) Land Societies. Group (1) comprise ordinary co-operative societies, engaged principally in the purchase and sale of food, clothing and everyday necessaries. During the year 1909, 2,331 societies furnished returns. 250 of these were wholly "Productive" in their operation and 901 were wholly "Distributive," while 1,155 were wholly "Productive" and "Distributive." The number of members at the close of the year was 2,613,142. The aggregate sales of goods amounted to 112,414,308, from this, however, about thirty-four millions sterling should be deducted to allow for duplication, owing to the fact that co-operative wholesale societies and certain other productive societies did business almost entirely with the co-operative societies. The expenditure for salaries and wages exceeded nine and one quarter millions sterling. The balance on the trade of the year in 1,794 societies resulted in a profit of £11,085,715, and in 240 societies there was a loss amounting to £31,503. Of the profit, the sum of £88,761 was applied to educational purposes. The value of stock in trade amounted to £12,114,419. Buildings, fixtures and land also in trade amounted to £16,034,406 and investments and other assets to £29,151,275.

Group (2) is subdivided into three classes, Working Men's Clubs; Financial Businesses and a small group of sixty-nine societies with objects of a miscellaneous nature. Returns were made by 343 Working Men's Clubs having a membership of 111,219. Total receipts of these Clubs during the year amounted to £471,414 and expenditure £476,111.

Eighty-five societies engaged in the business of banking and other monetary transactions showed an aggregate membership of 11,509. Receipts amounted to £423,416. Forty-two societies had balance of profit amounting to £9,837; and seventeen societies had losses.

The Land Societies are divided into two groups (*a*) societies comprising the Ordinary Land Purchase Societies; and (*b*) Small Holdings and Allotments Societies; the former comprising Societies purchasing and owning land for re-sale to members, principally for residential purposes, and the latter for the acquisition of land for the promotion of small holdings and allotments, either under the Industrial and Provident Societies Act alone, or in conjunction with the Small Holdings and Allotments Act. In 1909 returns were furnished by 136 ordinary Land Purchase Societies with a membership of 18,819. The total receipts for the year amounted to £898,269. Land purchased was valued at £22,344, and land sold at £20,622. The sum of £154,604 was advanced upon mortgages and re-payments of mortgages. At the close of 1909 returns were made by 146 Small Holdings and Allotments Societies with an aggregate membership of 7,925. The Co-operative Societies have acquired 4,761 acres for the purpose of small holdings. Allotments by these Societies comprise an area of 917 acres at an annual value of £1,963.

Statistics of British Empire.

Statistical abstract for the British Empire in each year from 1895 to 1909, Seventh number, Wyman & Sons, Limited. London: pages 289, price 1s., 3d.

The Report of the Statistical Abstract of the British Empire in each year from 1895 to 1909 gives the area and population of each part of the Empire according to the last three decennial censuses and as estimated at the end of 1909, with the population of the large cities and towns within the Empire at the same periods. Statements of the trade of the British Empire show the annual trade of the Empire as a whole with the principal foreign countries from 1898 to 1909; the trade of each part of the Empire with these countries in 1898 and 1909; the trade of each part of the empire with all foreign countries from 1895 to 1909. Similar statistics are given for the trade in certain staple articles. There are tables showing the total trade of the United Kingdom with each other part of the British Empire and the trade of the United Kingdom with other parts in certain staple articles, also, statistics with regard to Intercolonial trade. A number of tables are given illustrating the shipping of the British Empire which show the net tonnage of vessels built from 1901 to 1909; tonnage of vessels on the Register in each part of the Empire and the tonnage of vessels entered and cleared at each port of the Empire from 1902 to 1909. Further statistics of the production and consumption of staple articles within the Empire for each year from 1895 to 1909, and statistics of British Protectorates showing the area, population and trade are given in appendices.

UNITED STATES REPORT.

Industrial Statistics of Maryland.

Nineteenth annual report of the Bureau of Statistics and Information of Maryland. Baltimore, Maryland, 1910. Pages 357.

Among the subjects discussed in the Nineteenth Annual Report of the Bureau of Statistics and Information of Maryland are child labour, factory inspection, strikes and lockouts, prices and cost of living, acreage, production and value of farm products, average prices and value of farm animals, current prices of grain, State mine inspection, mineral products, immigration, convict labour, new incorporations.

Special attention has been paid in Maryland to child labour. The law prohibiting the employment of children under 16 years of age for more than ten hours in any one day was amended at the last Session of the General Assembly, by imposing a fine for violation and investing the power to enforce the law in the Bureau of Statistics and Information. During the year 22,950 places were inspected, an effort being made to inspect every place in which children were employed. Only two arrests for violation of the Child Labour Law com-

pared with four in 1909, nine in 1908 and forty-two in 1907. The Law prohibiting the employment of children under 16 years in singing, playing on musical instruments, etc. was also enforced by the Bureau, there being three arrests made for its violation. At the last Session, a Law prohibiting the employment of children by telegraph, telephone and messenger companies was passed. Efforts were made by the Bureau to lessen the number of workrooms in tenements and dwellings, with the result that only five per cent. of the 65,031 men, women and children engaged in the manufacture of clothing are employed at their homes. The increased demand for labour, both skilled and unskilled, reduced the work of free employment bureaus and during 1910 there were only 151 applications for positions compared with 255 in 1909.. The number of employers applying for help was seventy in 1910 and fifty in the previous year. The Bureau was not called upon during the year to act as mediator or arbitrator between employer and employé, as no strikes or lockouts of sufficient importance took place.

OTHER REPORTS RECEIVED.

Canada.—Report of the Department of Trade and Commerce for the fiscal year ending March 31, 1910. Part VI, Subsidized Steamship Services. Part VII Trade of Foreign Countries and Treaties and Conventions.

Department of Mines, Chrysotile-Asbestos, its occurrence, exploitation, milling, and uses, by Fritz Cirkel, M.E.

Department of the Interior, Forest Fires and Railways, by R. H. Campbell; Annual Report of the Topographical Surveys Branch, 1909-1910.

Fourth Annual Convention of the Western Canada Irrigation Association, Kamloops, B.C., August 3, 4 and 5, 1910.

Ontario.—Appendix to Annual Report of the Agricultural Societies of the Province of Ontario, 1910.

Sixth Annual Report of the Ontario Vegetable Growers' Association, 1910.

Forty-first Annual Report of the Inspector of Prisons and Public Charities, etc., 1910.

Feeble-minded in Ontario, Fifth Report for the year 1910.

Ninth Annual Report of the Temiskaming and Northern Ontario Railway Commission, for year ended 31st. October, 1910.

Report on the operation of the Liquor License Acts, Ontario, for the year 1910.

Annual Report of the Bureau of Industries for the Province of Ontario, 1909, Part III, Municipal Statistics.

British Columbia.—Public Accounts for the fiscal year ended 31st March, 1910.

Great Britain.—Royal Commission on the Poor Laws and Relief of Distress, appendix volume XI. Miscellaneous.

Australia.—Bureau of Census and Statistics: Trade, Shipping, Migration, and Finance of the Commonwealth of Australia, for the month of October, 1910, Bulletin No. 46; and for the month of November, 1910, Bulletin No. 47. Population and Vital Statistics, for the quarter ended September 30th, 1910, Bulletin No. 23.

United States.—Commonwealth of Massachusetts: Third Annual Report on Changes in Rates of Wages and Hours of Labour, 1909. Tenth Annual Report on Strikes and Lockouts, 1909.

Belgium.—Annuaire de la Législation du Travail, 13e Année, 1909.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting abour are based upon the latest reports of legal proceedings and other legal records of the different provinces of Canada.

ONTARIO CASES.

Master and Servant.—Restraint of Employment.

UPON an appeal by the defendant from the judgement of a Divisional Court (reported in the March number of the *Labour Gazette*) reversing the judgement of Chief Justice Mulock at the trial, and directing judgement to be entered for the plaintiffs in an action based upon an alleged breach of the covenant in restraint of trade, the Court of Appeal allowed the appeal from the Divisional Court and restored the judgement at the

trial dismissing the action, with costs throughout.

The judgement of the Court was delivered by Chief Justice Moss, who said that the only substantial question argued was whether the agreement in question offends the rules respecting agreements in restraint of trade. It is limited as to time, but as regards space it extends to the whole and every part of the Dominion of Canada. In this sense, it falls within the category of a general as distinguished from a particular or partial restraint. The prohibition extends to every kind of business carried on by plaintiffs under their corporate powers and to the limits of the Dominion of Canada. It contains no words which would render the covenant divisible or capable of being construed so as to refer to one branch of the business only. Indeed, the argument of the plaintiffs is, that the branches are not severable or to be severed, because, in the manufacture of whitewear, resort must be had to laundering processes, and that the defendant could not manufacture whitewear without carrying on the business of a laundry. It follows that to restrain the defendant from carrying on or being concerned in a laundry business shuts him out of the manufacture of whitewear as well. The case is, therefore, to be dealt with as upon an agreement whereby the defendant is restrained from taking any part in any business of a similar kind to either branch of the plaintiff's business, not only in or within a named radius from the city of Toronto, where the plaintiffs' factory and laundry are situate, but in any of the provinces or territories within the limits of the Dominion. The question is, whether this extensive and far reaching restraint upon the prima facie privilege of a citizen of the Dominion to engage himself in that occupation with which he is best acquainted, and upon which he chiefly, if not wholly, relies as a means of livelihood, was or is reasonably necessary for the plaintiffs' protection in their business. In considering this question, the salutary rule, so frequently invoked in cases like this, as to maintaining and if need be enforcing contracts deliberately entered into by persons of full age is, of course, not to be overlooked. Nor, on the other hand, are the circumstances that the defendant was, at the time of entering into agreement, a new-comer, unfamiliar with the country and its extent and with the manners and ways of its people, or that the agreement was prepared by the plaintiffs, or their legal advisers, and that, by its terms, the defendant was in great degree placed in the plaintiffs' power. They alone had power to terminate by notice, and it was possible for them, by the exercise of that right, within a few months from the date of the agreement, to have rendered the defendant subject for three years to all the restraints placed upon him by the agreement.

Restraints, which may fairly be regarded as entirely reasonable when imposed in connection with the sale of a business or goodwill, or with any transfer of patent rights, or of a trade secret, or with the dissolution of a partnership, should not be accepted in all cases as necessarily or even approximately applicable to restraints imposed upon employés to whom the only consideration for their covenant is employment and receipt of wages or remuneration for a more or less certain number of years. Such persons are ordinarily not on the same plane with one who has disposed of a very extensive business, which, by its very nature, embraces world-wide interests and connections, and involves dealings and transactions with most of the nations of the globe, and has received thereto a very large sum by way of purchase money.

Can it be said that a restriction which practically drives the defendant, who is not now a young man, out of the only occupation in which he is at all adept, unless he quits the Dominion of Canada, is reasonably necessary for the protection of the plaintiff's business? No other or lesser area is prescribed, and the covenant or agreement is not capable of divisibility. Only the one area is included, and, having regard to that, to the testimony, and to the principles recognized in the cases, the proper conclusion should be that the area is larger than is reasonably required for the protection of the

plaintiffs' business, and that the covenant or agreement is oppressive and therefore unreasonable and not valid in law.

The appeal should be allowed and the judgement at the trial dismissing the action be restored, with costs throughout.

(Allen Manufacturing Co., v. Murphy, 2. O.W.N. 877.)

Alien Labour Appeal.

This was an application to quash the conviction made on the 3rd January, 1911, by his Honour, Judge Fitch, whereby, upon the information of Knute Olson and Ed. Olson, he convicted the defendants, Johnson & Carey Company Limited, under the Alien Labour Act, R.S.C., ch. 97, Sec. 5, of having unlawfully imported into Canada alien labourers, contrary to the said Act, and imposed a fine of $500.

Among a number of objections taken to the conviction is the following:

5. That no written consent to the prosecution of the defendants was procured or filed as required by Sec. 5 of the said Alien Labour Act.

Upon the argument it was not contended that "no written consent" had been procured, but that the one given was not sufficient. This alleged consent is in the following words, "I hereby consent to proceedings being taken against Johnson & Carey Co., Ltd., for breach of the Alien Labour Act in hiring K. Olson and Ed. Olson against the terms of said Act," Dec. 20th, 1910, (signed) C. R. Fitch, District Judge." This alleged consent is written below a typewritten notice in the following words, "In the District Court of the District of Rainy River, in the matter of the Alien Labour Act, and in the matter of Johnson & Carey Company, Limited. Take notice that an application will be made on behalf of Knute Olson and Ed. Olson, on Tuesday the twentieth day of December, A.D. 1910, at the hour of ten o'clock in the forenoon, before his Honour Judge Fitch, at his Chambers in the Court House, Fort Frances, for an order directing a prosecution of the above named Johnson and Carey Company, Limited, for breaches of the above Act. Dated at Fort Frances this sixteenth day of December A.D. 1910. H. A. Tibbetts, Solicitor for applicants."

It is contended on behalf of the applicant that such a consent is insufficient under the terms of the Act upon the authority of Rex vs. Breckenridge, 10, O.L.R., 459, in that the time when and the place where the offence under the Act is alleged to have been committed are not set out at all in the consent, nor is the particular offence intended to be charged. In the report of said case at page 461, Meredith, C. J., in delivering the judgement of the Divisional Court, over which he was presiding, says, "The written consent should, in my opinion at the least contain a general statement of the offence alleged to have been committed, not necessarily in the technical form which would be required in an information or conviction, but mentioning the name of the person in respect of whom the offence is alleged to have been committed and the time and place with sufficient certainty to identify the particular offence intended to be charged."

The consent in the present case contains no mention of the time when, or place where any offence under the Act is alleged to have been committed, and the nature of the offence is very indefinitely set forth in the words, "in hiring K. Olson and Ed. Olson against the terms of said Act."

I think the case cited is in point and the conviction must be quashed, upon the ground that no sufficient consent was given to proceedings being taken under the Act.

Having come to this conclusion, I do not think it necessary to deal with the other grounds raised in the Notice of Motion. The conviction will, therefore, be quashed with costs.

The money paid into the Court by way of fine and as security for costs on the appeal, will be paid out to the applicant.

Ontario Companies Act, 1907, Section 88. Recovery of Wages as Mineralogist.

Plaintiff brought action to recover $2,500 for personal services rendered defendants as a mineralogist. Defen-

dants denied any knowledeg of any contract of hiring or of services rendered, and moved before the Master in Chambers for particulars of statement of claim before putting in statement of defence. The Master held (16 O.W.R. 947, 2 O.W. N. 46), that defendants were entitled to particulars as to the contract of hiring, but that particulars as to services rendered could be had on examination of plaintiff for discovery. Subsequently, on the trial of the action before Mr. Justice Sutherland, he decided that, at a certain meeting of defendant's directors held on January 7, 1909, plaintiff had been appointed to a position at the head of the defendant Company at the salary named ($2,500); that such appointment was ratified and confirmed; that his employment was not intended to cover the technical duties of a mineralogist, but that he was to do any work he was called upon to do for the Company; that the officers of the Company knew that he was constantly in attendance at the head office of the Company, and that he was doing work in connection with the Company; that the resolution appointing him stood unchallenged and unaltered during the whole of the year for which he claimed salary; and that other officials appointed by similar resolution and at larger salaries were being paid by the Company. The plaintiff, therefore, was entitled to judgement for $2,500 with interest, and with costs of suit.

(Bartlett v. Bartlett Mines Limited, 18 O.W.R. 865.)

Damages Recoverable by Teamster.

In an action tried by Chief Justice Falconbridge to recover $1,245 for teaming done by the plaintiff for the defendants, the plaintiff claimed $5 per day, or 50 cents an hour for each man and team, while the defendants alleged that the price to be paid was $4 per day, or 40 cents an hour, and paid $1,000 into Court. The Chief Justice said that the plaintiff had failed to establish a contract by telephone to pay $5 a day, or 50 cents an hour. The plaintiff swore that he said twice that the charge would be at that rate, and he was corroborated as to that, but he did not swear that this was assented to, and the person who was speaking to him, on behalf of the defendants, denied that he assented. The other teamsters hired by the defendants were getting only $4 a day. And, as to a *quantum meruit*, the plaintiff failed to satisfy the onus of proof that the rate ought to be $5 a day. The money paid into Court was sufficient to satisfy the plaintiff's claim. Judgement for that amount, without costs to either party, and order for payment out of Court to the plaintiff of the $1,000.

(Montgomery v. Cockshutt Plough Co., 2 O.W.N. 924.)

Master and Servant.—Inconsistent Findings of Jury.

In an action tried by Mr. Justice Latchford and a jury, the plaintiffs claimed for damages for the death of Frederick Miller, the father of the plaintiffs, while working in the defendant's sawmill, by reason of the negligence of the defendant, as alleged. The jury found, in answer to questions: (1) That the death of Miller was the result of an accident which occurred in the defendant's factory on July 12, 1910; (2) that the accident was caused by the piece of wood exhibited, while in the hands of Miller, coming into contact with the saw exhibited and flying back and striking him on the abdomen and causing death; (3) that the saw which Miller was using was a dangerous part of the machinery of the defendant's factory; (4) that the saw was not, as far as practicable, securely guarded; (5) that the saw would not have been securely guarded, so as to prevent the accident, if Miller had used the guard or divider with which the defendant had furnished him; (6) that Miller could, by the exercise of reasonable care and diligence, have avoided the accident; (7) that his want of reasonable care and diligence consisted in his not using the appliance provided as a guard; (8) that the plaintiffs were entitled to $1,500 damages, less $150 already received.

The trial judge said that it seemed impossible to reconcile the fifth finding with the sixth and seventh. In attempting to explain the inconsistent answers, the foreman, pointing to the divider, said that the jury did not consider it a guard which would prevent a piece of wood from falling on the saw, and that Millers' negligence was "a matter of a little bit of carelessness in dropping this wood." In

other words, the appliance, if in place, would not have been effective in preventing what actually occurred, and Miller's negligence consisted in letting fall the board that he was trimming and not, as stated in the seventh finding, in not using the appliance provided as a guard. The result is a miscarriage, or at least a postponement, of justice. There can be no possible doubt that it is an abuse of language to call the divider a guard. It was not used and could not be used when the saw was cross-cutting, but only when the saw was ripping or edging, and then its function was to act as a wedge to widen the saw-kerf, and thus prevent binding, especially by hard or knotty woods. It is properly a splitter or divider. Its crescent-shaped end, rising near and slightly over the back of the saw, does indeed afford some protection; but the whole front and much of the upper edge of the saw—and it was the contact of this upper edge with the board in Miller's hand that caused his death—was absolutely unguarded. It was painful to hear the defendant and several of his employés describe, upon oath, the splitter as a guard; and, while the action should be dismissed, the dismissal should be without costs.

(Miller v. Kaufman, 2 O.W.N. 925.)

Damages for Negligence.—Improvident Release.

Upon an appeal to a Divisional Court by the defendants from the judgement of Teetzel, J., it appeared that the plaintiffs, Alice Gissing and her husband, Albert A. Gissing, brought action against the T. Eaton Co. to recover $5,000 damages for injuries alleged to have been inflicted on the plaintiff, Alice Gissing, by rolls of oilcloth that were standing in the defendant's store toppling over and falling on her. At the trial judgment was given Alice Gissing for $750 and costs. Defendants set up a release for $50 signed by the plaintiff, in answer to the claim, and the trial judge tried that question first, before submitting the main issue to the jury. He allowed the plaintiff at the trial to amend her reply, setting up that the ease or alleged statement was improvident and inadequate, and not such as should be allowed to stand in answer to her claim.

The judgement of the majority of the Court was delivered by Chancellor Boyd who said that there had been a double trial, first on the question of the release, by the trial judge, and then by the jury on the question of injuries to the plaintiff and damages. The trial judge decided that the alleged settlement did not furnish an answer to the plaintiff's claim. The verdict for $750 shows the estimate which the twelve men composing the jury placed upon the plaintiff's injuries. It is true that in the beginning, Mrs. Gissing was willing to release the Eaton Company from all liability on payment to her of $200, and if that demand had been acceded to, it might have been a fair settlement and this case would never have been here. But $50 was grossly inadequate, and was not commensurate with the injuries sutained by plaintiff, who suffered a serious injury and is entitled to substantial damages. It cannot be said that the parties were dealing on equal terms. The woman was in bed; her leg was benumbed; she had that day suffered from a fainting spell caused by the pain from her injury; she was worried about the health of her husband, who was suffering from heart failure, and who was in a state of trepidation. Black, the claims agent of the defendants, who negotiated with her, was an astute, alert man, who thoroughly understood the business in hand and its consequences. The trial judge credits what the woman says of the matter. He also says in his judgement; "Black had alleged that they were prepared to prove by witnesses that she had not got hurt in the way she claimed at all, which, together with the fact that she had lost or forgotten the address of the only witness whom she had in mind to prove her case, would be circumstances which, in her then condition, would probably unduly influence her in accepting any proposed compromise." Looking at all the circumstances I am not able to say that the judgement should be disturbed. The appeal should be dismissed with costs. Mr. Justice Middleton dissented.

(Gissing v. Eaton Co., 2 O.W.N. 1021.)

Appeal in Accident Case Dismissed.

The Court of Appeal has dismissed the appeal of the Grand Trunk Railway Company from the decision of Mr. Justice Middleton at the trial at which the railway was mulcted for $2,000 for the death of James A. Griffith, a labourer at the Hamilton Steel and Iron Company's works. Mr. Justice Meredith thought that there should be a new trial. Griffith, who lived at Rockwood Park, was killed at the Kenilworth crossing on December 29, 1909, while he was going home from work at 6 o'clock. Just at the point of the accident the high fence of the Hamilton Jockey Club hid the view of the track.

Fined for Smuggling Aliens.

For assisting aliens to evade the Canadian immigration officers, Daniel Surtig, a Michigan Central section foreman, has been fined $50 and costs by the police magistrate at Windsor. Surtig had a system devised for bringing the aliens over the line, using his job with the railway company as a means of procuring time-tables which were given the newcomers, with a set of instructions to pose as railroaders. Immigration Officer Brien detected the scheme and made the arrests, including that of Surtig.

QUEBEC CASE.

Violation of Factories' Act.

"What are the Inspectors doing and where are they?" This was the query of Mr. Recorder Dupuis after he had heard the evidence in the case of Jos. Savard, a foreman at the Hochelaga Cotton Mills, charged with having struck a boy employed in the factory, George Prevost, under fourteen years of age. "It is a shame," said the Recorder, "to see parents becoming the accomplices of the manufacturer in breaking the law. Fathers, mothers or guardians will swear falsely that a child is above fourteen. Scores of boys and girls under the legal age are employed by the manufacturers of this city, and the inspectors see nothing. Even if they did see, documents prepared by those interested would likely cover the guilty parties unless some one prosecuted the parents for perjury. The Inspectors paid by the Government should report the manufacturers who thus violate law, but where are they and what are they doing?"

Savard was fined $5 and costs, the case being one of simple assault.

MANITOBA CASES.

Fined for Deserting His Employment.

An interesting light was thrown in the Winnipeg Police Court on the progress of affairs in the Manitoba Iron Works moulding shop since the strike of the moulders last fall, when the piece system was introduced with the object of antagonizing the union. Fred H. Hilkins was charged by the company with deserting his employment. It appeared that he had been brought from Montreal, and had been advanced the price of his ticket. He signed a contract with the Manitoba Iron Works at a scale of 32½ cents an hour. If he remained in their employ for six months the fare advanced him would not be deducted, but during this six months it would be deducted from his salary in weekly instalments.

T. R. Deacon, the general manager of the iron works, stated that the man had reported to work but had immediately left the premises without giving any reason. He also said that during the past year he had sent fares to various points of the Dominion for no less than 100 men. He argued that Hilkins had broken his contract. Hilkins set up the defence that the iron works was not an open shop, as had been represented in Montreal, and that it was a closed shop, no union man being permitted to work there. This argument did not appeal to Magistrate Daly, who said that it was not a matter of union or non-union, it was whether the defendant had broken his contract or not. He found that he had done so and fined him $20.

The defendant having stated that his conscience would not allow him to work in the shop any longer when he found its character, the solicitor for the company asked permission to read a letter which the firm had previously received from him, in which he had stated that he had no sympathy with the unions and that he had helped to smash a strike once before.

APPENDIX II.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—Continued.

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
	TRADE UNIONS.		
Ontario—			
Allandale	Order of Railway Conductors, No. 355, Allandale Division	Geo. Clark	Box 23, Allandale, Ont.
"	Brotherhood of Locomotive Engineers, No. 486, Allandale Division	Geo. Lawrence	Box 24, Allandale, Ont.
"	Brotherhood of Locomotive Firemen, No. 442, Barrie Bay Lodge	Matthew Robertson	Allandale, Ont.
"	Brotherhood of Railway Trainmen, Lake Simcoe Lodge, No. 377	Walter Barry	Allandale, Ont.
Alliston	Interantional Brotherhood of M. W. Employés, No. 217	J. W. Bone	Palgrave, Ont.
Algoma Mills, Livingston Creek	International Brotherhood of M. W. Employés, Division No. 491	W. J. Jewkes	Livingston Creek, Ont.
Amherstburg	International Brotherhood of Steam Shovel and Dregdgemen, No.20	J. J. Ryan	Amherstburg, Ont.
Aurora	American Federation of Musicians, No. 335	J. C. Qurrie	Aurora, Ont.
Belleville	Bricklayers and Masons' Union, No. 30	Alonzo G. Coe	Belleville, Ont.
"	Metal Polishers, Platers and Buffers' Union, No. 100	B. L. Bell	Belleville, Ont.
Belleville Station	Brotherhood of Locomotive Engineers, Belleville Division, No. 139	W. J. Logue	Belleville Station, Ont.
Belleville	International Union of Steam Engineers, No. 398	Burton Kitcheson	Box 466, Belleville, Ont.
Belleville Station	Brotherhood of Locomotive Firemen, Challenge Lodge, No. 46	Geo. H. Ray	Belleville Station, Ont.
Berlin	Bricklayers and Masons' International Union, No. 12	A. P. Plummer	108 Weber E., Berlin, Ont.
"	United Brotherhood of Carpenters and Joiners of America, No. 553	Peter Jacobs	106 Wellington St., Berlin, Ont.
"	Inter. Hodcarriers and Building Labourers' Inter. Union, No. 160	Geo. Hoffman	Berlin, Ont.
"	International Union of Steam Engineers, No.	Angus Wolf	64 Joseph St., Berlin, Ont.
"	Journeymen Tailors' Union of America, No. 264	Pres. Anna Wuest	104 College St., Berlin, Ont.
"	Amal. Wood Workers International Unio,n No. 275	Peter L. Kroetsck	83 Water St., N., Berlin, Ont.
"	Upholsterers' International Union, No. 42	A. R. Lee	37 Weber St., Berlin, Ont.
"	Boot and Shoe Workers' Union, No. 206	A. Damman	21 Albert St., Berlin Ont.
"	Cigarmakers' International Union, No. 422	Steve Welheuser	Box 224, Berlin, Ont.
"	International Typographical Union, No. 366	Harry Delion	News Record, King St. West, Berlin
"	International Printing Pressmen, No. 135	M. C. Shantz	58 Bruboker St., Berlin, Ont.
Waterloo	Twin City Broom Makers' Local Union, No. 7	H. Otzel	Waterloo, Ont.
Berlin	American Federation of Musicians, No	G. Albrecht	199 Wellington St., Berlin, Ont.
Waterloo	Brewery Workers' International Union, No. 170	Menno Dahmer	Box 443, Waterloo, Ont.
Berlin	Federal Labour Union, No. 17	O. H, Zimmer	Box 218, Berlin, Ont.
Beaverton, Udney	International Brotherhood of M. W. Employés, No. 262	R. E. Givens	Udney, Ont.
Blenheim	International Brotherhood of M. W. Employés, No. 502	Alex. Martin	Blenheim, Ont.
Blind River	International Longshoremen's Union, No. 749	Paul Trudeau	Blind River, Ont.
Bowmanville	International Glove Workers' Union, No. 43	J. DeClute	Bowmanville, Ont.
"	Maple Leaf Association of Labourers	W. J. Berry	Bowmanville, Ont.
Brantford	Bricklayers, Masons and Plasterers' International Union, No. 9	B. Pearcey	74½ Erie St., Brantford, Ont.
"	United Brotherhood of Carpenters and Joiners of America, No. 498	Joseph Swift	292 Park Ave., Brantford, Ont.
"	Amalgamated Society of Carpenters and Joiners	J. C. Coles	239 Park Ave., Brantford, Ont.
"	International Painters, Decorators and Paperhangers' Union, No. 313	Charles Jones	93 Arthur St., Brantford, Ont.
"	Operative Plasterers' International Union, No. 164	T. Jennings	89 Erie Ave., Brantford, Ont.
"	Journeymen Plumbers and Steamfitters' International Union, No. 186	J. H. Croucher	51 Church St., Brantford, Ont.
"	Iron Moulders' Union of N. A., No. 29	Wm. Sutch	245 Nelson St., Brantford, Ont.
"	International Typographical Union, No. 373	Roy Sayles	56 Albion St., Brantford, Ont.

"	International Printing Pressmen's Union, No. 124	R. T. McClintic	99 Terrace Hill, Brantford, Ont.
"	Journeymen Tailors' Union of America, No. 117	W. W. Woods	9 Princess St., Brantford, Ont.
"	Cigarmakers' International Union, No. 59	Frank Mather	Box 365, Brantford, Ont.
"	Federated Association of Letter Carriers, No. 13	Geo. Broatch	79 Palace St., Brantford, Ont.
"	American Federation of Musicians, No. 467	F. A. Willoughby	227 Drummond St., Brantford, Ont.
"	Bartenders' International League, No. 182	T. McCusker	Bodega Tavern, Brantford, Ont.
"	Canadian Musicians' Union, No. 74		Brantford, Ont.
"	International Barbers' Union of America, No. 298	Alvan Morgan	42½ Market St., Brantford, Ont.
Bridgeburg	Brotherhood of Locomotive Engineers, No. 679	Chas. Findlay	Bridgeburg, Ont.
Amigari	Brotherhood of Locomotive Firemen, International Lodge, No. 471	Alex. McIntyre	Amigari, Ont.
"	Brotherhood of Railroad Trainmen, No. 713	Wm. M. Seaton	Amigari, Ont.
Brockville	Bricklayers, Masons and Plasterers' Union, No. 13	Geo. Barclay	Box 74, Brockville, Ont.
"	United Brotherhood of Carpenters and Joiners of America, No. 799	Wm. Darling	Brockville, Ont.
"	International Moulders' Union, No. 329	Wm. G. Hall	Box 149, Brockville, Ont.
"	International Association of Machinists, No. 475	W. J. Chapman	Box 188, Brockville, Ont.
"	International Union of Steam Engineers, No. 405	Chas. Moore	Box 341, Brockville, Ont.
"	Journeymen Tailors' Union of America, No. 262	Mabel Hodge	Box 877, Brockville, Ont.
"	Cigarmakers' International Union	Albert Fortier	Brockville, Ont.
"	Order of Railway Conductors, Leeds Division, No. 366	R. McConachie	Box 640, Brockville, Ont.
"	Brotherhood of Locomotive Engineers, Brockville Division, No. 113	R. Wardrop	Box 666, Brockville, Ont.
"	Brotherhood of Locomotive Firemen, Island City Lodge, No. 69	Thos. Shields	Box 583, Brockville, Ont.
"	Brotherhood of Railway Trainmen, Thousand Island, Lodge No. 208	John Shinnnick	Brockville, Ont.
"	Bartenders' International League, No. 308	Edw. Dwyer	Central Hotel, Brockville, Ont.
"	Journeymen Barbers' International Union of America, No. 387	F. J. Clutterbcuk	Box 629, Brockville, Ont.
Collingwood	Bricklayers and Masons' Union, No. 19	Willis Court	Box 797, Collingwood, Ont.
"	International Association of Machinists, Huronic Lodge, No. 627	Mark E. Fryer	Box 585, Collingwood, Ont.
"	International Union of Steam Engineers, No. 321	E. J. Mallem	Box 975, Collingwood, Ont.
"	Journeymen Tailors' Union of America, No. 356	N. R. Sparling	Collingwood, Ont.
"	National Association of Marine Engineers, No. 3	A. W. Lockerbie	Collingwood, Ont.
"	International Longshoremen's Union, No. 476	Ernest Johnston	Collingwood, Ont.
"	Shipmasters' Association of Canada, No. 2	Capt. A. Montgomery	Collingwood, Ont.
"	Journeymen Barbers' Union, No. 528	Robt. Newton	Box 746, Collingwood, Ont.
Carleton Place	Bricklayers and Masons' International Union, No. 28	A. B. Hamilton	Box 8, Carleton Place, Ont.
"	International Brotherhood of Blacksmiths, No. 424	Albert E. Wilson	Carleton Place, Ont.
"	Boilermakers and Iron Shipbuilders, No. 325	G. Humphrey	Carleton Place, Ont.
"	Metal Polishers, Platers and Buffers' Union, No. 96	Melvin H. Saunders	Carleton Place, Ont.
"	Iron Moulders' Union of America, No. 362	Harris Bennett	Box 292, Carleton Place, Ont.
"	Stove Mounters and Steel Range Workers' Union, No. 78	Wm. J. Saunders	Carleton Place, Ont.
"	International Association of Machinists, No. 211	Wm. Machin	Rochester St., Carleton Place, Ont.
"	Machinist Helpers and Labourers (F.L.U.), No. 12,892	John M. Burrows	Carleton Place, Ont.
"	Brotherhood of Railway Carmen of America, No. 229	Andrew Robertson	Box 262, Carleton Place, Ont.
"	Brotherhood of Locomotive Firemen, Mississippi Lodge, No. 518	D. J. Thoms	Carleton Place, Ont.
"	Brotherhood of Railway Trainmen, Missing Link Lodge, No. 527	D. G. Gemmell	Carleton Place, Ont.
"	Brotherhood of Maintenance-of-Way Employés, Carleton Div., No. 222	J. P. Steele	Box 313, Carleton Place, Ont.
Chapleau	Order of Railway Conductors, Negomis Division, No. 315	Thos. Kehoe	Chapleau, Ont.
"	Brotherhood of Locomotive Engineers, Wangoon, Division, No. 319	Jas. D. McAdam	Chapleau, Ont.
"	Brotherhood of Locomotive Firemen, Snow Drift Lodge, No. 321	S. Kruger	Chapleau, Ont.
"	Brotherhood of Railway Trainmen, Snowdrift Lodge, No. 246	S. W. McDonald	Chapleau, Ont.
"	International Association of Machinists, No. 535	Wm. Armstrong	Box 123, Chapleau, Ont.
Rorn	United Garment Workers, No. 44	Edith Kennedy	47 Selkirk Ave., Chatham, Ont.
"	International Typographical Union, No. 421	Thos. Clark	91 Prince St., N., Chatham, Ont.
"	Federated Association of Letter Carriers	Jack Brennan	Chatham, Ont.
Cobalt	Miners' Union, No. 146	A. Nap. Gauthier	Cobalt, Ont.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—Continued.

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
North Bay	Order of R. R. Telegraphers, No. 99	R. Workman	Box 969, North Bay, Ont.
Cobourg, Port Hope	Iron Moulders' Union of N. A., No. 189	O. N. Moffat	Port Hope, Ont.
Campbellford	Boot and Shoe Workers' International Union, No. 464	G. W. Puling	Campbellford, Ont.
Coatsworth	Order of R. R. Telegraphers, No. 39	W. A. Knister	Coatsworth, Ont.
Cornwall	Bricklayers and Masons' International Union, No. 31	Edw. Campbell	Cornwall, Ont.
Cornwall	Journeymen Tailors' Union of America, No. 355	J. B. Ouellette	Box 414, Cornwall, Ont.
Crookston	Journeymen Stonecutters' Association of America	Fred. McCauley	Crookston, Ont.
Cyrville	International Brotherhood of M. of W. E., No. 93	Jas. McCauley	Cyrville, Ont.
Depot Harbour	Brotherhood of Railway Trainmen, Georgian Bay Lodge, No. 563	T. J. McVay	Depot Harbour, Ont.
Dundas	Iron Moulders' Union of North America, No. 269	William Watts	Box 315, Dundas, Ont.
"	United Garment Workers of America, No. 30	G. P. McCann	Box 218, Dundas, Ont.
Elk Lake	Western Federation of Miners, No. 149	Pat. Dwyer	Box 348, Elk Lake, Ont.
Englehart, North Bay	Brotherhood of Railroad Trainmen, No. 815	A. Brymer	North Bay, Ont.
"	International Brotherhood of M. W. Employés, No. 3	John Burns	Englehart, Ont.
Elmira	Amalgamated Woodworkers' International Union of America, No. 129	Sol. B. Frey	Elmira, Ont.
"	Boot and Shoe Workers' Union, No. 467	Art. H. Hillier	Elmira, Ont.
Essex	Inter. Brotherhood of Maintenance of Way Employés, No. 312	Palmer Diltz	Essex, Ont.
Fort William	United Brotherhood Carpenters and Joiners' Union, No. 1498	H. Phillips	233 Heron St., Fort William, Ont.
"	Amalgamated Society of Carpenters and Joiners, No.	W. Edwards	134 S. Franklin St., Fort William, O.
"	Wood, Wire and Metal Lathers' International Union, No. 225	J. W. Archer	36 Algoma St., Fort William, Ont.
"	Journeymen Plumbers' Union, No. 257	R. Carson	509 Wiley St., Fort William, Ont.
"	Iron Moulders' Union, No. 429	F. Christianson	34 Ruttan St., Port Arthur, Ont.
"	International Association of Machinists, No. 309	H. Stafford	133 Heron St., Fort William, Ont.
"	Machinists Helpers' Union, No. 12799 (F.L.U.)	James Mahoney	127 Cumming St., Fort William, Ont.
"	International Brotherhood of Boilermakers, No. 505	Wm. Morris	335 Ogden St., Fort William, Ont.
"	International Bridge and Structural Iron Workers' Union, No. 53	D. McNeil	Box 182, Fort William, Ont.
"	International Typographical Union, No. 417	H. Armson	Box 396, Fort William, Ont.
"	Journeymen Tailors' Union of America, No. 191	Chas. Baker	Box 478, Fort William, Ont.
"	Order of Railway Conductors, Kakabeca Division, No. 286	D. H. Beaton	113 John St., Fort William, Ont.
"	Brotherhood of Locomotive Engineers, Kaministiqua Division, No. 243	Henry Mills	Fort William, Ont.
"	Brotherhood of Locomotive Firemen, Superior Lodge, No. 225	W. F. Quigley	Fort William, Ont.
"	Brotherhood of Railway Trainmen, Mount McKay Lodge, No. 306	J. D. Pedden	228 John St., Fort William, Ont.
"	Bro. of Maintenance-of-Way Employés, Savenne Division, No. 128	Albzrt Rowe	Box 395, Fort William, Ont.
" West	International Brotherhood of M. of W. E., No. 277	R. A. Postons	150 Frederica St., West Ft. William.
"	Brotherhood of Railway Carmen, No. 361	J. R. Patterson	215 Finlayson St., Fort William, Ont.
"	International Longshoremen's Association, No. 324	John Ditoro	810 Simpson St., Fort William, Ont.
"	International Longshoremen, No. 479	J. E. Stich	517 McKellar St., Fort William, Ont.
"	Coal Handlers' Union, No. 746 (I.L.M. & T.A.)	Thos. Carpenter	705 McTavish St., Fort William, O.
"	Bartenders' International League, No. 761	Roy Carson	St. Louis Hotel, Fort William, Ont.
"	Journeymen Barbers' Union, No. 549	Wm. Connell	127 S. Brodie St., Fort William, Ont.
"	Federal Labour Union, No. 11, 630	John Bradden	Port Arthur, Ont.
"	Federal Labour Union, No. 14	Wm. Faulkner	Fort William, Ont.
"	International Association of Steam Engineers, No. 298	H. Hall	Box 480, Fort William, Ont.
"	Grain Elevator Employés Union, No. 776	L. Coursolle	Box 905, Fort William, Ont.

Fort Frances	Brotherhood of Maintenance of Way Employés, No. 313	J. Angus	Box 140, Fort Frances, Ont.
Galt	Bricklayers and Masons' International Union, No. 15	W. R. Johnstone	Box 208, Hespeler Galt, Ont.
"	United Brotherhood of Carpenters and Joiners of America, No. 1216	Harry Taylor	Galt, Ont.
"	Iron Moulders' Union, No. 447	David Melvin	Box 356, Galt, Ont.
"	International Association of Machinists, No. 120	Geo. H. Roat	Box 463, Galt, Ont.
"	Amalgamated Society of Engineers	F. Shofield	Box 1103, Galt, Ont.
"	Pattern Makers' League (Branch of Toronto)	John Anderson	Galt, Ont.
"	Sawsmiths' Union, No. 11	F. Willis Toles	Box 451, Galt, Ont.
"	International Typographical Union, No. 411	J. A. Wilson	Box 193, Galt, Ont'
"	Boot and Shoe Workers' International Union, No. 330	E. A. Beaven	Galt, Ont.
"	Galt Musical Association, No. 124	P. G. Ruppel	Galt, Ont.
"	Journeymen Barbers' Union, No. 413	Jas. A. Allan	Cor. Dickson & Water Sts., Galt, Ont
Preston	International Hodcarriers and Building Labourers' Union	E. Cartwright	Preston, Ont.
Gananoque, Leeds	Paving Cutters' Union, No. 65	J. McAdam	Leeds, Ont.
Gowganda	Western Federation of Miners, No. 154	Fred. T. Carroll	Box 610, Gowganda, Ont.
Guelph	Bricklayers and Masons' International Union of Ontario, No. 3	H. Bennalick	Hearn Ave., Guelph, Ont.
"	Brotherhood of Painters, Decorators and Paperhangers, No. 837	Harry Smith	105 Quebec St., Guelph, Ont.
"	Canadian Stationary Engineers' Association	John Heeg	Guelph, Ont.
"	Journeymen Stonecutters' Association of North America	Fred. Leader	89 Essex St., Guelph, Ont.
Guelph	Iron Moulders' Union of North America, No. 212	Wm. Heatley	Box 208, Guelph, Ont.
"	Metal Polishers, Buffers and Platers' Union, No. 56	Fred. Grundy	91 Gordon St., Guelph, Ont.
"	International Woodworkers' Union, No. 111	Chas. W. Fennell	Exhibition St., Guelph, Ont.
"	Upholsterers' International Union, No. 41	John McGuire	Guelph, Ont.
"	Piano and Organ Workers' Union, No. 34	Geo. Cutting	127 Paisley St., Guelph, Ont.
"	International Typographical Union, No. 391	Chas. Ritchie	Box 574, Guelph, Ont.
"	Journeymen Tailors' Union of America, No. 297	Teenie Astell	Guelph, Ont.
"	Brussels Carpet Weavers' Union, No. 277	Thos. Hall	15 Hooper St., Guelph, Ont.
"	Textile Workers' Union, No. 340	E. Chater	Box 217, Guelph, Ont.
"	Tapestry Workers' Union, No. 585	Chas. Sanger	38 Cross St., Guelph, Ont.
"	Journeymen Barbers' International Union, No. 310	A. N. Mogk	Box 11, Guelph, Ont.
"	Brewery Workers' Union, No. 300	Wm. Stahlbaum,	Sleeman's Sons' Brewery, Guelph, O.
"	Ontario Teachers' Union	Pres. David Young	Guelph, Ont.
"	Bartenders' International League, No. 104	Robt. McCaw	Victoria Hotel, Guelph, Ont.
"	Italian Federal Labour Union, No. 12856	Frank Magnoli	168 Alice St., Guelph, Ont.
"	Federal Labour Union, No. 13019	Thos. Marley	30 Huskisson St., Guelph, Ont.
Heron Bay, Jack Fish	Bro. of Maintenance-of-Way Employés, Heron Bay Div. No. 231	A. Beanconi	Jack Fish, Ont.
Haileybury	Journeymen Tailors' Union, No. 58	Wilfrid McCrae	Box 73, Haileybury, Ont.
Hamilton	Bricklayers and Masons' Union of Ontario, No. 1	John T. Laing,	164 Robinson St., Hamilton, Ont.
"	Amalgamated Society of Carpenters and Joiners, Branch 1	F. H. Smith	18 Ardoorlich St., Hamilton, Ont.
"	United Brotherhood of Carpenters and Joiners of America, No. 18	H. D. Sparks	9 Delaware Ave., Hamilton, Ont.
"	Brotherhood of Painters, Decorators and Paper Hangers, No. 205	J. Scott	So. Bay St., Hamilton, Ont.
"	Wood, Wire and Metal Lather's International Union, No. 145	Wm. Loughead	473 Cannon St., E., Hamilton, Ont.
"	Operative Plasterers' International Association, No. 298	Geo. Alderson	Chedoke, Hamilton, Ont.
"	United Asso. of Plumbers and Gas Fitters, No. 67	A. W. Harris	28 Smith Ave., Hamilton, Ont.
"	Journeymen Stonecutters' Association	Geo. Campbell	28 Fairview Ave., Hamilton, Ont.
"	Inter. Hod Carriers and Builders' Labourers' Union, No. 255	Geo. Pearce	192 Duke St., Hamilton, Ont.
"	Iron Moulders' Union of North America, No. 26	Jas. W. Ripley	159 Mary St., Hamilton, Ont.
"	International Association of Machinists, No. 414	Chas. Weber	56 N. John St., Hamilton, Ont.
"	International Union of Steam Engineers, No. 392	F. Henderson	18 Jones St., Hamilton, Ont.
"	Amalgamated Society of Engineers, No. 583	R. C. Paterson	187 Napier St., Hamilton, Ont.
"	International Brotherhood of Electrical Workers, No. 105	Fred Knowles	201 York St., Hamilton, Ont.
"	Inter. Metal Polishers, Buffers, Platers & Brass Workers' Union No. 26	T. Street	46 Myrtle St., Hamilton, Ont.
"	Bridge & Structural Iron Workers' Union, No. 95	Don. Urquhart	146 Macauley St., E., Hamilton, Ont.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—Continued.

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
"	International Stove Mounters' Union, No. 35	Thos. Bevers	35 Tisdale St., Hamilton, Ont.
"	Amalgamated Association of Sheet Metal Workers, No. 61	Chas. Holtham	145 East Wood St., Hamilton, Ont.
"	Journeymen Horseshoers' Union, No. 72	A. S. Hilton	Hyslop's shop, Park St., Hamilton, O
"	Pattern Makers' Association, Box 295		Hamilton, Ont.
"	Canadian Association of Stationary Engineers, No. 2	C. Alex. Leckie	57 Ashley St., Hamilton, Ont.
"	International Typographical Union, No. 129	John Burns	115 Murray St., E., Hamilton, Ont.
"	United Brotherhood of Bookbinders of North America, No. 114	W. E. Monk	120 Locke St., N., Hamilton, Ont.
"	Printing Pressmen and Assistants' Union, No. 176	A. R. White	299 N. John St., Hamilton, Ont.
"	Journeymen Custom Tailors' Union of America, No. 149	T. Monogue	Fralick's North James St., Hamilton
"	International Boot and Shoe Workers' Union, No. 232	Emil E. Peters	119 Peter St., Hamilton, Ont.
"	International Boot and Shoe Workers' Union, No. 228	H. Harrison	43 Melbourne St., Hamilton, Ont.
"	International Boot and Shoe Workers, Women Stitchers, No. 234	Miss E. Copeland	132 Markland St., Hamilton, Ont.
"	Sole Leather Workers' Union, No. 444	W. Knowles	1006 York St., Hamilton, Ont.
"	United Garment Workers, No. 256	Frank Cleary	412 N. Hughson St., Hamilton, Ont.
"	International Journeymen Bakers and Confectioners' Union, No. 79	A. H. Lyle	116 West Ave., N., Hamilton, Ont.
"	Cigarmakers International Union, No. 557	F. F. Hough	170 Duke St., Hamilton, Ont.
"	Tobacco Workers' International Union, No. 43	A. H. Broughton	22 Hunt St., Hamilton, Ont.
"	Order of Railway Conductors, Arnum Division, No. 27	A. Cameron	297 York St., Hamilton, Ont.
"	Brotherhood of Locomotive Engineers, Hamilton Division, No. 133	A. Griffith	181 Murray St., E., Hamilton, Ont.
"	Brotherhood of Locomotive Firemen, Maple Leaf Lodge, No. 151	Jas. Bibby	142 Queen North, Hamilton, Ont.
"	Brotherhood of Railway Trainmen, Bay View Lodge, No. 226	Arthur Smith	17 Kinnell St., Hamilton, Ont.
"	Brotherhood of Railway Carmen, No. 472	A. Wilson	135 Caroline St., N., Hamilton, Ont.
"	Amal. Asso. of Street & Electric Railway Employés of America, No107	J. T. Burrows	84 Lock St., N., Hamilton, Ont.
"	Federated Association of Letter Carriers	Robt. Guy	Huron St., Hamilton, Ont.
"	Bartenders' International League, No. 197	R. Lanaway	293 Hughson St., N., Hamilton, Ont.
"	Brewery Workers' Union, No. 312	Val. Thedorff	Spring Brewery, Hamilton, Ont.
"	Journeymen Barbers' International Union, No. 131	H. J. Halford	59 John St., S., Hamilton, Ont.
"	International Broommakers' Union, No. 9	W. H. McAdams	187 York St., Hamilton, Ont.
"	Federal Labour Union, No. 11	Alf. Koppele	Bay St. Fire Station, Hamilton, Ont.
"	Hamilton Musical Prot. Association, No. 293	J. Gimblett	112 Caroline St., N., Hamilton, Ont.
"	International Association Theatre and Stage Employés, No. 129	Geo. Ellville	405 Bay St., N., Hamilton, Ont.
Havelock	Brotherhood of Locomotive Engineers, No. 658	Jas. A. Martin	Havelock, Ont.
"	Brotherhood of Locomotive Firemen and Engineers, No. 648	N. J. Ranton	Havelock, Ont.
"	Brotherhood Railway Trainmen, Coronation Lodge, No. 293	J. A. Garratt	Havelock, Ont.
Ingersoll	International Brotherhood of M. W. Employés, No. 503	D. McCord	Belmont, Ont.
Kenora	International Association of Machinists, No. 28	M. Christison	Box 30, Kenora, Ont.
"	Journeymen Tailors' Union, No. 236	Miss Belle Morris	Box 11, Kenora, Ont.
"	Order of Railway Conductors, Kewatin Division, No. 352	W. A. McCullough	Kenora, Ont.
"	Brotherhood of Locomotive Engineers, Golden Rule Division 535	Fred. C. Munt	Box 48, Kenora, Ont.
"	Brotherhood of Locomotive Firemen, Union Lodge, No. 305	B. Leishman	Kenora, Ont.
"	Brotherhood of Railway Trainmen, Lake of the Woods Lodge, No. 270	J. H. Gamble	Box 109, Kenora, Ont.
"	Brotherhood of Railway Carmen of America, No. 236	Arthur G. Richardson	Box 197, Kenora, Ont.
"	Bro. of Maintenance-of-Way Employés, Rat Portage Div. No. 238	D. B. Nighswander	Box 80, Kenora, Ont.
Kingston	Bricklayers and Masons' International Union, No. 10	Alex. Fowler	323 Johnston St., Kingston, Ont.

"	United Bro. of Carpenters and Joiners of America, No. 249	W. H. Hubble	26 Quebec St., Kingston, Ont.
"	Bro. of Painters, Decorators & Paper Hangers of America, No. 114	Geo. B. Coward	386 Jackson St., Kingston, Ont.
"	United Asso. of Plumbers, Gas and Steamfitters, No. 221	H. Appleton	Box 45, Kingston, Ont.
"	Journeymen Stonecutters' Association of North America	W. J. Driscoll	110 L. Bagot St., Kingston, Ont.
"	Inter. Hodcarriers and Builders' Labourers' Union, No. 66	A. C. Smith	469 Livingstone St., Kingston, Ont.
"	Iron Moulders' Union of North America, No. 252	J. Clark	181 Collingwood St., Kingston, Ont.
"	Amalgamated Society of Engineers, No. 584	Harry Kay	35 William St., Kingston, Ont.
"	National Association of Marine Engineers, No. 4	James Gillie	97 Clergy St., W., Kingston, Ont.
"	International Union of Steam Engineers, No. 404	W. A. Milne	393 Princess St., Kingston, Ont.
"	Amalgamated Association of Sheet Metal Workers, No. 117	W. G. Hamilton	302 Collingwood St., Kingston, Ont.
Portsmouth	International Union of Shipwrights, Joiners and Caulkers, No. 46	John R. Marks, jr	Portsmouth, Ont.
Kingston	Journeymen Tailors' Union of America, No. 263	J. Sauvé	29 Brock St., Kingston, Ont.
"	International Typographical, Union, No. 204	A. Stroud	91 Rideau St., Kingston, Ont.
"	Longshoremen's International Association, No. 229	Wm. Payne	12 Ann St., Kingston, Ont.
"	Seamen's Union	Thos. Fleming	Labour Hall, Kingston, Ont.
"	Marine Firemen, Oilers and Water Tenders, No. 561	Geo. W. Jenkins	Box 13, Kingston, Ont.
"	Journeymen Barbers' International Union, No. 514	W. L. Lemmon	377 King St., Kingston, Ont.
Lindsay	Order of Railway Conductors, Maple Leaf Division, No. 322	W. R. Kelly	Box 326, Lindsay, Ont.
"	Brotherhood of Locomotive Engineers, Hope Division No. 174		Lindsay, Ont.
Lindsay	Brotherhood of Locomotive Firemen, J. Scott Lodge, No. 136	W. J. Fee	Box 212, Lindsay, Ont.
"	Brotherhood of Locomotive Trainmen, Midland Lodge, No. 308	Wm. Abbott	Box 528, Lindsay, Ont.
London	Bricklayers and Masons' International Union of Ontario, No. 5	F. C. Pierce	687 Princess Ave., London, Ont.
"	Amalgamated Society of Carpenters and Joiners, No. 783	John Tanton	379 Waterloo St., London, Ont.
"	Granite Cutters' International Association	W. Cunningham	145 Clarence St., London, Ont.
"	Journeymen Stonecutters' Association of North America	H. Boyd	875 Adelaide St., London, Ont.
"	United Brotherhood of Carpenters and Joiners, No. 1946	M. Forsythe	388 Ridout St., London, Ont.
"	United Asso. Journeymen Plumbers, Gas and Steamfitters, No. 289	G. F. Avery	189 Waterloo St., London, Ont.
"	International Hodcarriers and Building Labourers' Union, No. 286	Jas. Hiscock	512 Elizabeth St., London, Ont.
"	Iron Moulders' Union of North America, No. 37	Geo. Grant	22 Edward St., London, Ont.
"	International Association of Machinists, No. 383	W. G. Tite	59 Mt. Pleasant Rd., London, Ont.
"	Amalgamated Society of Engineers, No. 577	Geo. Scollick	583 Grey St., London, Ont.
"	International Brotherhood of Boilermakers, No. 203	Harry Kibber	811 Central Ave., London, Ont.
"	International Stone Mounters' Union, No. 33	Wm. Beck	65 Adelaide St., London, Ont.
"	Brotherhood of Electrical Workers, No. 120	Chas. Alford	Oak St., London, Ont.
"	Metal Polishers, Buffers & Platers' Brass Moulders' Workers' U. No.32	Wm. N. Patrick	457 Ontario, London, Ont.
"	Canadian Association of Stationary Engineers	G. F. Galloway	150 Duchess Ave., London, Ont.
"	International Typographical Union, No. 133	Wm. O. Ruse	14 Walnut St., London, Ont.
"	Inter. Printing Pressmen and Assistants' Union, No. 173	Arthur G. Watson	467 Simcoe St., London, Ont.
"	Journeymen Tailors' Union of America, No. 30	James Hussey	243½ Dundas St., London, Ont.
"	United Garment Workers of America, No. 33	A. H. Carroll	355 Dundas, London, Ont.
"	Boot and Shoe Workers' International Union, No. 88	Miss Allie Rice	282 Talbot St., London, Ont.
"	Cigarmakers' International Union, No. 278	R. A. Schrieber	134 Fullerton St., London, Ont.
"	Order of Railroad Conductors, London Division, No. 16	H. J. Heath	Hyde Park, Ont.
"	Brotherhood of Locomotive Engineers. W. C. Van Horne Div. No. 528	Geo. A. Dowling	583 Central Ave., London, Ont.
"	Brotherhood of Locomotive Engineers, Dominion Division. No. 68	E. Croach	821 Dundas St., London, Ont.
"	Brotherhood of Locomotive Firemen, Beaver Lodge, No. 117	Wm. F. Begg	880 Van, St., London, Ont.
"	Brotherhood of Locomotive Firemen, Ontario Lodge, No. 468	Chas. Phipps	593 Princess Ave., London, Ont.
"	Order of Railway Telegraphers, No. 1	D. L. Shaw	769 King St., London, Ont.
"	Order of Railroad Telegraphers, No. 7	John Shaw	727 Waterloo St., London, Ont.
"	Brotherhood of Railway Trainmen, Forest City Lodge, No. 240	David Gilbert	502 Grey St., London, Ont.
"	Brotherhood of Railway Trainmen, London Lodge, No. 415	W. H. Nicholls	896 Princess Ave., London, Ont.
"	Brotherhood of Maintenance-of-Way Employés, No. 195	D. H. Walsh	431 Piccadilly St., London, Ont.
"	Federated Association of Letter Carriers, No. 4	W. P. Empey	London, Ont.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—Continued.

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
London	Theatrical Stage Mechanics' Union, No. 105	R. E. Whitton	135 Albert St., London, Ont.
"	Musical Protective Association, No. 279	C. N. Perrin	352 Adelaide St., London, Ont.
"	Journeymen Barbers' International Union, No. 366	John E. Secker	713 Richmond St., London, Ont.
"	Bartenders' International League, No. 137	H. G. Edsall	58 Colborne St., London, Ont.
"	International Alliance of Bill Posters, No. 22	Sam. Loughrey	37 Becher St., London, Ont.
"	United Brewery Workers' Union, No. 381	W. J. Stone	889 Waterloo St., London, Ont.
"	Industrial Union, No. 5	Jos. T. Marks	425 Grey St., London, Ont.
Leamington	Interpational Brotherhood M. of W. E., No. 302	Edwin Hodgson	Leamington, Ont
Leaside Junction	International Brotherhood M. of W. E., No. 211	G. A. Turnmon	Leaside, *via* Leaside Junction, Ont.
Midland	International Association Bridge & Structural Iron Workers, No. 121	Jacob Edgar	Box 435, Midland, Ont.
"	National Association of Marine Engineers, No. 12	John A. Murphy	Midland, Ont.
"	International Longshoremen's Marine & Transportation Asso., No. 19	D. A. Hall	Midland, Ont.
Mimico	Brotherhood of Locomotive Engineers, No. 747	Harold P. Wilson	Mimico, Ont.
Milverton	International Brotherhood of M. W. Employés, No. 163	James Elliott	Milverton, Ont.
New Toronto, Mimico	Brotherhood of Locomotive Firemen and Engineers, No. 756	F. J. Hughes	Mimico, Ont.
Niagara Falls	Bricklayers and Masons' International Union, No. 27	W. L. Duncan	150 Second Ave., Niagara Falls, Ont.
" Centre	United Brotherhood of Carpenters and Joiners of America, No. 713	Tom Moore	Niagara Falls, Centre, Ont.
"	Journeymen Stonecutters' Association of North America	Chas. W. Anderson	44 Benson St., Niagara Falls, Ont.
"	Amalgamated Society of Carpenters and Joiners	W. Bromhall	45 McGrail Ave., Niagara Falls, Ont.
"	International Brotherhood of Electrical Workers, No. 529	C. E. Dilse	9 Ellis Lane, Niagara Falls, Ont.
"	Brotherhood of Locomotive Firemen, Whirlpool, No. 487	Jas. Rhynd	Niagara Falls, Ont.
"	Order of Railway Telegraphers, No. 16	J. H. Staley	Ridgemount, Ont.
"	Brotherhood of R. Trainmen, Falls View Lodge, No. 379	Walter Brown	Niagara Falls, Ont.
" Centre	International Association of Steam Engineers. No. 232	John McPherson	26 Walnut St., Niagara Falls, Centre
North Bay	United Asso. of Plumbers, Gas and Steamfitters, No. 383	Jas. Wilson	North Bay, Ont.
"	International Association of Machinists, No. 413	D. Harding	Box 383, North Bay, Ont.
"	Machinists' Helpers and Labourers (F.L.U.), No. 12893		North Bay, Ont.
"	International Brotherhood of Boilermakers, No. 417	Jas. Nicoll	North Bay, Ont.
"	Bro. of Railway Carmen (New Ontario Lodge) No. 192	W. C. Shepperd	North Bay, Ont.
"	Order of Railway Conductors, Nipissing Division No. 242	Wilfrid Aubrey	North Bay, Ont.
"	Brotherhood of Locomotive Engineers, No. 723	John Douglass	Box 506, North Bay, Ont.
"	Brotherhood of Locomotive Engineers, Nipissing Div., No. 308	James Devine	North Bay, Ont.
"	Brotherhood of Locomotive Firemen, North Bay Lodge, No. 234	Jos. Spooner	North Bay, Ont.
"	Brotherhood of Locomotive Firemen and Enginemen, No. 791	H. E. McGovern	North Bay, Ont.
"	Brotherhood of Railway Trainmen, Soo Lodge, No. 249	Alex. M. Moore	North Bay, Ont.
Mattawa	Brotherhood of Maintenance-of-Way Employés, No. 244	D. C. Wilson	Mattawa, Ont.
Oil City	International Brotherhood of M. W. Employés, No. 332	Wm. H. May	Oil City, Ont.
Orangeville, Fergus	Brotherhood of Maintenance-of-Way Employés, No. 214	D. McDougall	Fergus, Ont.
Oshawa	United Brotherhood of Carpenters and Joiners, No. 1279	W. J. Fry	Oshawa, Ont.
"	Iron Moulders' Union of North America, No. 136	R. J. Gray	Box 32, Oshawa, Ont.
"	International Union of Steam Engineers, No. 411	H. Lowe	Oshawa, Ont.
"	Patternmakers' League of North America	Percy Arnold	South Oshawa, Ont.
Ottawa	Bricklayers and Masons' International Union, No. 14	Malcolm Fleury	14 Patterson Ave., Ottawa, Ont.
"	National Union of Bricklayers, No. 71	J. LeSage	2 Cunningham St., Ottawa, Ont.
"	Stonemasons' International Union, No. 7	A. Findlay	313 Sunnyside Ave., Ottawa, Ont.

"	Amalgamated Society of Carpenters and Joiners	Geo. Wyld	86 Hamilton Ave., Hintonburg, Ottawa, Ont.
"	United Brotherhood of Carpenters and Joiners, No. 93	E. Belair	267 Clarence St., Ottawa, Ont.
"	Bro. of Painters, Decorators and Paper Hangers of America, No. 200	E. C. Brandt	52 Bayswater Ave., Ottawa, Ont.
"	National Painters' Union, No. 2	Samuel Kennedy	53 Alexander St., Ottawa, Ont.
"	Operative Plasterers' International Association, No. 124	John Herdman	181 Creighton St., Ottawa, Ont.
"	Plasterers' Labourers' International Union, No. 235	H. Bissim	444 Gladstone St., Ottawa, Ont.
"	United Association of Plumbers, Gas and Steamfitters, No. 71	S. Daughtry	Ottawa East, Ont.
"	Journeymen Stonecutters' Association of North America	Daniel Nelson	741 Gladstone Ave., Ottawa, Ont.
"	Builders' Labourers' Union	C.J. Plumb	310 Gladstone, Ottawa, Ont.
"	Carpenters and Joiners' National Union, No. 2	D. Findlay	55 Rose Dale Ave., Ottawa, South, O
"	Iron Moulders' Union of North America, No. 280	J. E. Bedard	160 Alma St., Hull, Que.
"	International Association of Machinists, No. 412	M. Armstrong	21 Elm St., Ottawa, Ont.
"	International Brotherhood of Blacksmiths, No	A. Hurtubise	163 Bolton St., Ottawa, Ont.
"	Sheet Metal Workers' International Alliance, No. 47	J. M. Bond	57 Strathcona Ave., Ottawa, Ont.
"	International Brotherhood of Electrical Workers, No. 630	Fred. G. Whitehead	25 Belmont Ave., Ottawa, South, O.
"	Pattern Makers' League, Branch of Montreal	A. E. Beatty	40 Division St., Ottawa, Ont.
"	International Typographical Union, No. 102	W. C. Blount	375 Lyon St., Ottawa, Ont.
"	Canadian Typographical Union, No. 1	Joseph Lanthier	649 Cumberland St., Ottawa, Ont.
"	International Printing Pressmen's Union, No. 5	Alf. J. Larden	227 Bell St., Ottawa, Ont.
"	Inter. Press Feeders and Assistants' Union, No. 9	O. Bureau	87 Ann St., Hull, Que.
"	Stereotypers and Electrotypers' Union, No. 50	W. R. Hogue	Gov. Ptg. Bureau, Ottawa, Gnt.
"	International Steel and Copper Plate Printers' Union, No. 6	W. H. Kent	228 Bay St., Ottawa, Ont.
"	International Photo-Engravers' Union	Arthur Miles	108 Goulbourne Ave., Ottawa, Ont
"	Journeymen Tailors' Union of America, No. 143	Chas. Milne	210 Gladstone Ave., Ottawa, Ont.
"	United Bro. of Leather Workers on Horse Goods, No. 162	Arthur Upton	140 Elm St., Ottawa. Ont.
"	Canadian Association of Stationary Engineers, No. 7	Frank Merrill	38 4th Ave., Hintonburgh, Ottawa,O
"	Order of Railway Conductors, Randolph Division No. 29	A. E. Wright	625 Somerset St., Ottawa, Ont.
"	Brotherhood of Locomotive Engineers, Capital Division No. 168	C. Thébarge	70 Spruce St., Ottawa, Ont.
"	Brotherhood of Locomotive Engineers, Dominion Division No. 469	J. Johnson	Ottawa, East, Ont.
"	Bro. of Loco. Firemen, F. G. Lawrence Lodge, No. 172	T. A. Smyth	39 Maple St., Ottawa, Ont.
"	Brotherhood of Locomotive Firemen, Electric City Lodge, No. 81	J. Eldridge	69 Frank St., Ottawa, Ont.
"	Brotherhood of Railway Trainmen, Jubilee Lodge, No. 129	W. A. Perry	1 Elm St., Ottawa, Ont.
"	Brotherhood of Railway Trainmen, Ottawa River Lodge, No. 185	H. H. Brown	523 Lyon St., Ottawa, Ont.
"	Brotherhood of Maintenance-of-Way Employés, Ottawa Div, No. 223	Jos. Martel	Hammond, Ont.
"	Brotherhood of Railway Carmen, No. 230	Henry Evan	43 Sophia St., Ottawa, Ont.
"	Canadian Brotherhood of Railway Employés, No. 24	H. North	24 Melrose Ave., Ottawa, Ont.
"	Amalgamated Association of Street and Electric Ry. Employés No. 279	Chas. Ryan	258 Albert St., Ottawa, Ont.
"	International Bro. of Teamsters (Cab-drivers' Union), No. 192	Albert Renaud	508 Clarence St., Ottawa, Ont.
"	Federated Association of Letter Carriers	Geo. A. Dixon	City P. O., Ottawa, Ont.
"	Civil Service Association	R. H. Coats	Department of Labour, Ottawa, Ont.
"	International Brotherhood of Paper Makers, No	Archie Hickman	13 Bridge St., Hull, Que.
"	United Brewery Workmen, No. 365	Jos. Moreau	692 Bronson Ave., Ottawa, Ont.
"	Commerical Union, No. 1	A. Leclerc	277 Clarence St., Ottawa, Otn.
"	Theatrical Stage Employés Association, No. 95	H. Haig	358 Albert St., Ottawa, Ont.
"	Musical Protective Association, No. 180	T. H. Lake	290 Slater St., Ottawa, Ont.
"	National Union of Bakers, No. 3	Thos. L. Leckie	115 Besserer St., Ottawa, Ont.
"	Federal Labour Union, No. 8	Pres. A. Larocque	60 Baird St., Ottawa, Ont.
"	Ottawa Gas Warkers' Union, No. 9	William Baxter	339 King Edward Ave., Ottawa, O.
Owen Sound	Bricklayers and Masons' International Union No. 11	S. D. Maher	741 9th St., E., Owen Sound, Ont.
"	Journeymen Stonecutters	Ed. Gaskell	Box 520, Owen Sound, Ont.
"	International Moulders' Union, No. 413	W. O. Cornwith	1673 4th Ave., W., Owen Sound, Ont.
"	United Association of Plumbers, Gas and Steamfitters, No. 235	David Biggar	Owen Sound, Ont.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—Continued.

Location	Name and Number of Organization.	Secretary.	Secretary's Address.
Owen Sound	National Association of Marine Engineers, No. 10	H. W. Fletcher	100 Water St., Owen Sound, Ont.
"	Canadian Association of Masters and Mates	Capt. Robt. Abbey	Box 691, Owen Sound, Ont.
Palmerston	Order of Railway Conductors, No. 492	P. W. Cordingly	Palmerston, Ont.
"	Brotherhood of Locomotive Engineers, Palmerston Div. No. 518	Jas. F. Drummond	Box 53, Palmerston, Ont.
"	Brohterhood of Locomotive Firemen, Wellington Division, No. 181	Alex. Dunbar	Box 48, Palmerston, Ont.
"	Brotherhood of Railway Trainmen, Eureka Lodge, No. 39	R. J. Henderson	Palmerston, Ont.
Parry Sound	Order of Railway Conductors, No. 531	A. A. McEwan	River St., Parry Sound, Ont.
"	Brotherhood of Locomotive Engineers, No. 728	A. T. Granger	Parry Sound, Ont.
"	Brotherhood of Railroad Trainmen, No. 759	S. G. Wilkinson	Box 535, Parry Sound, Ont.
"	Brotherhood of Locomotive Firemen and Enginemen, No. 584	R. W. Wilson	Box 101, Parry Sound, Ont.
Otter Lake Station	International Brotherhood of M. W. Employés, No. 447	C. Smith	Otter Lake Station, Ont.
Parry Sound	International Brotherhood of M. W. Employés, No. 268	M. Dotey	Key Jct., *via* Parry Sound, Ont.
"	International Association of Machinists, No. 518	A. B. Mack	Box 550, Parry Sound, Ont.
Pembroke	Journeymen Tailors' Union, No. 354	James Duncan	Pembroke, Ont.
"	Brotherhood of Maintenance-of-Way Employés, Pembroke Div.221	A. Austin	Pembroke, Ont.
Peterborough	Bricklayers and Masons' Union, No. 17	W. Stevens	Box 778, Peterboruogh, Ont.
"	United Brotherhood of Carpenters and Joiners of America, No. 672	Geo. Sloan	518 Chamberlen St., Peterboro'., Ont
"	Brotherhood of Painters, Decorators and Paperhangers, No. 379	Wm. Thomas	501 Donegal St., Peterborough, Ont.
"	United Asso. of Plumbers, Gas and Steam Fitters, No. 361	J. H. Pearson	187 Antrim St., Peterborough, Ont.
"	Builders' Labourers' International Union, No	Wm. Curtis	215 Murray St., Peterborough, Ont.
"	Journeymen Stonecutters' Association	John A. Moss	59 Aylmer St., Peterborough, Ont.
"	Iron Moulders' Union of America, No. 191	John Robertson, jr	Box 910, Peterborough, Ont.
"	International Association of Machinists, No. 286	Ed. J. Cookson	Box 252, Peterborough, Ont.
"	Amalgamated Society of Engineers	Geo. Greatorex	209 Park St., Peterborough, Ont.
"	Pattern Makers' League of North America	J. A. Sharp	Box 236, Peterborough, Ont.
"	International Typographical Union, No. 243	John Perry	Box 730, Peterborough, Ont.
"	Journeymen Tailors' Union of America, No. 23	T. E. Anderson	516 Water St., Peterborough, Ont.
"	American Federation of Musicians, No. 191	Geo. Chambers	271 Simcoe St., Peterborough, Ont.
"	United Brewery Workmen, No. 304		Peterborough, Ont.
"	Journeymen Barbers' International Union, No. 402	H. Gainey	423 George St., Peterborough, Ont.
Paris	Textile Workers' Union, No. 655 and No. 13		Paris, Ont.
Porcupine	Western Federation of Miners, No. 145	E. P. McCurry	Box 9, Porcupine, Ont.
Penetanguishene	Canadian Association of Masters and Mates	W. J. Martin	Penetanguishene, Ont.
Port Stanley	International Longshoremen's Association, No. 341	H. Cromwell	Port Stanley, Ont.
Port Arthur	Amalgamated Society of Carpenters and Joiners	W. D. Mantle	218 Banning St., Port Arthur, Ont.
"	United Brotherhood of Carpenters and Joiners, No. 1064	John Rinna	Port Arthur, Ont.
"	Bricklayers and Masons' International Union, No. 25	S. Scarlett	Box 458, Fort William, Ont.
"	United Brotherhood of Carpenters and Joiners, No. 285	Arthur F. Mansle	116 Jean St., Port Arthur, Ont.
"	Brotherhood of Painters, Paperhangers and Decorators, No. 202	Rupert Lochead	36 Algoma St., Port Arthur, Ont.
"	Operative Plasterers' International Union, No. 344	F. Ekersall	532 Wiley St., Fort William, Ont.
"	United Association of Plumbers, Gas and Steamfitters, No. 378	Chas. J. Vincent	Box 659, Port Arthur, Ont.
"	Journeymen Stonecutters' Association,	R. Paton	Box 662, Port Arthur, Ont.
"	International Association of Machinists, No. 820	Andrew Boyd	368 Wiley St., Port Arthur, Ont.
"	Sheet Metal Workers, International Alliance, No. 285	W. T. Phillips	65 Court St., Port Arthur, Ont.
"	International Typographical Union, No. 575	R. Temple	Chronicle Office, Port Arthur, Ont.
"	Order of Railway Conductors, No. 536	E. Thomson	103 Algoma St., Port Arthur, Ont.

Port Arthur	Brotherhood of Locomotive Firemen, Silver Islet Lodge, No. 593	Harry Bowers	118 Duke St., Port Arthur, Ont.
"	Brotherhood of Railroad Trainmen, No. 626	J. B. Archer	296 Wilson St., Port Arthur, Ont.
"	Brotherhood of Locomotive Engineers, No. 631	W. H. Nash	Box 676, Port Arthur, Ont.
"	Brotherhood of Maintenance-of-Way Employés, No. 172	John J. Law	344 Foley St., Fort Arthur, Ont.
"	Brotherhood of Railway Carmen, No. 347	Samuel Smith	506 Van Norman St., Port Arthur, O.
"	Amalgamated Association of St. and Electric Railway Em. No. 521	A. L. Warren	152 Banning St., Port Arthur, Ont.
"	Bartenders' International League, No. 757	Wm. Robinson	87 Cumberland, St., N., Port Arthur
"	American Federation of Musicians, No. 489	Albert Bonin	297 Park St., Port Arthur, Ont.
"	Brotherhood of Lumbermen, No. 2	Chas. Mongrove	Port Arthur, Ont.
"	International Brotherhood of Steam Shovel and Dredgemen, No. 39	John Montford	Port Arthur, Ont.
Port Colborne	United Brotherhood of Carpenters and Joiners of America, No. 1168	W. J. Schneider	Humberstone, Ont.
Port Hope	Journeymen Tailors' Union of America, No.	B. Skitch	Port Hope, Ont.
Portsmouth	National Association of Fishermen and Gamesters	Melville Porter	Portsmouth, Ont.
Preston	Iron Moulders' Union of North America, No. 314	Thos. Parker	Box 98, Preston, Ont.
"	Amalgamated International Woodworkers' Union, No. 51		Preston, Ont.
"	Federal Labour Union	John Hoffman	Preston, Ont.
Prescott	International Longshoremen's Union, No. 244	Wm. Hines, jr.	Prescott, Ont.
Ramsay Station	Brotherhood of Maintenance-of-Way Employés, Cartier No. 237	R. J. O'Hearn	Chapleau, Ont.
Rainy River	Order of Railway Conductors, No. 30	S. McElroy	Box 124, Rainy River, Ont.
"	Brotherhood of Locomotive Engineers, No. 749	Thos. Davies	Rainy River, Ont.
"	Brotherhood of Locomotive Firemen and Enginemen, No. 750	A. E. Smith	Box 61, Rainy River, Ont.
"	Brotherhood of Railroad Trainmen, No. 828	C. C. Schroder	Rainy River, Ont.
St. Catharines	Bricklayers and Masons' Union of Ontario, No. 4	C. G. Patey	48 Louisa St., St. Catharines, Ont.
"	United Brotherhood of Carpenters and Joiners of America, No. 38	James Carty	Box 193, St. Catharines, Ont.
"	Amalgamated Society of Carpenters and Joiners, No	H. Atkinson	5 Geneva St., St. Catharines, Ont.
"	Brotherhood of Painters, Decorators and Paper Hangers of A. No. 407	W. D. Outram	30 Nelson St., St. Catharines, Ont.
"	United Association of Plumbers, Gas and Steamfitters, No. 244	Harry Oliver	31 Beach St., St. Catharines, Ont.
"	International Association of Machinists, No. 268	Chas. Reckart	St. Catharines, Ont.
"	Iron Moulders' Union, No. 385	Chas. Handley	59 Henry St., St. Catharines, Ont.
"	Metal Polishers' Buffers, No. 97	Frank Johnston	36 William St., St. Catharines, Ont.
"	Saw Smiths' Union, No. 12	Geo. Kalls	109 Welland Ave., St. Catharines, O.
"	International Typographical Union, No. 416	H. Karn	St. Catharines, Ont.
"	Journeymen Tailors' Union, No. 235	Jas. A. Wiley	St. Catharines, Ont.
"	Cigarmakers' International Union, No. 140	Leo T. Coyle	St. Catharines, Ont.
"	Team Drivers' International Union, No. 588	Geo. E. Bryant, teamster	Welland & George Sts., St. Cath., O.
"	United Brewery Workmens' International Union, No. 305	Robt. G. Hall	4 Thomas St., St. Catharines, Ont.
"	Barbers' Union, No. 1	Adam M. Haynes	St. Catharines, Ont.
"	International Musical Protective Association, No. 299	S. H. Switzer	St. Catharines, Ont.
St. Marys	Journeymen Tailors' International Union, No. 340	Harry Wreford	St. Marys, Ont.
"	Journeymen Stonecutters' Association	Wm. H. McCanly	St. Mary's. Ont.
St. Thomas	Bricklayers and Masons' Union, No. 8	Orlando Beall	83 Erie St., St. Thomas, Ont.
"	International Association of Steam Hot Water & P.P.F. & H., No.107	Robt. Darrach	18 East St., St. Thomas, Ont.
"	International Association of Machinists, No. 294	Robt. Neal	St. Thomas, Ont.
"	Machinists' Helpers and Labourers (F.L.U.), No. 12906	John H. Adams	158 Ross St., St. Thomas, Ont.
"	Amalgamated Society of Engineers	Geo. Creber	32 Maple St., St. Thomas, Ont.
"	Brotherhood of Boilermakers & I.S.B., No. 413	Hines Slack	31 Erie St., St. Thomas, Ont.
"	International Brotherhood of Blacksmiths, No. 148	Robt. Glanville	137 Balaclava St., St. Thomas, Ont.
"	Journeymen Tailors' Union of A., No. 141	W. Abernethy	32 Ross St., St. Thomas, Ont.
"	International Typographical Union, No. 459	W. J. Fansom	Box 917, St. Thomas, Ont.
"	International Printing Pressmen's Union, No. 129	Fred. Hardy	'Municipal World', St. Thomas, O.
"	Cigarmakers' International Union, No. 420	J. Pearse	Box 154, St. Thomas, Ont.
"	Order of Railway Conductors' Union, Division, No. 13	John Mackenzie	Box 557, St. Thomas, Ont.
"	Brotherhood of Locomotive Engineers, Division, No. 661	Jas. Flowers	47 Chester St., St. Thomas, Ont.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—Continued.

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
"	Brotherhood of Locomotive Engineers, Air Line Division, No. 529	A. H. Martin	71 Flora St., St. Thomas, Ont.
"	Brotherhood of Locomotive Engineers, St. Thomas Div., No. 132	Eli Cowles	29 Locust St., St. Thomas, Ont.
"	Brotherhood of Locomotive Firemen, Charity Lodge, No. 5	Arthur H. Tomlinson	St. Thomas, Ont.
"	Brotherhood of Railway Trainmen, Unity Lodge, No. 47	T. G. Cortney	Box 838, St. Thomas, Ont.
"	International Brotherhood of M. W. Employés, No. 311	O. Dawson	47 Railway St., St. Thomas, Ont.
"	Canadian Association of Stationary Engineers, No. 32	E. S. D. Spore	St. Thomas, Ont.
"	Brotherhood of Railway Carmen, No. 304	W. D. Parsons	6 College St., St. Thomas, Ont.
"	Journeymen Barbers' International Union, No. 222	Edgar N. Compton	Box 1322, St. Thomas, Ont.
Sarnia	Bricklayers and Masons, No. 23	H. Walton	181 Cromwell St., Sarnia, Ont.
"	Brotherhood of Painters, Decorators and Paper Hangers, of N.A.No42	Geo. H .Weston	108 Queen St., Sarnia, Ont.
"	United Bro. of Carpenters and Joiners of America, No. 1301	Roy Hackney	144 Kathleen Ave., Sarnia, Ont.
"	Journeymen Tailors' Union of America, No. 241	R. Howard	Bellchamber Hotel, Sarnia, Ont.
"	Journeymen Barbers' International Union, No. 467	Art. Rowden	141 Front St., Sarnia, Ont.
"	Order of Railway Conductors, Frontier Division, No. 189	H. Bell	Tunnel, Sarnia, Ont.
"	Brotherhood of Locomotive Engineers, No. 240	James Copeland	140 Savoy St., Sarnia, Ont.
"	Bro. of Locomotive Firemen, Huron Lodge, No. 221	Edward Blake	410 South Chistena St., Sarina, Ont.
"	Brotherhood of Railway Trainmen, Circle Lodge, No. 227	B. Young	Lock Box 429, Sarnia, Ont.
" Tunnel	Brotherhood of Railway Carmen, No. 295	W. F. Gibson	301 Russell St., Sarnia Tunnel, Ont.
"	International Longshoremen's Association, No. 253	Benj. Shultis	Sarnia, Ont.
Sault Ste. Marie	Bricklayers and Masons' International Union, No. 16	W. E. Ramsey	Box 235, Sault Ste. Marie, Ont.
"	United Brotherhood of Carpenters and Joiners, No. 1825	J. C. Curtain	Sault Ste. Marie, Ont.
"	Journeymen Plumbers' Union, No. 414	J. S. Dew	131 Treburn Ave., Sault Ste. Marie,O
"	Iron Moulders' Union, No. 391	Archie Lawson	Box 809, Sault Ste. Marie, Ont.
"	International Brotherhood of Electrical Workers, No. 85	Chas. Olney	Sault Ste. Marie, Ont.
"	Journeymen Tailors' International Union, No. 388	Alex. McKenzie	cr. Whitby & Co., Sault Ste. Marie.O.
"	Brotherhood of Locomotive Engineers, No. 67	N. Fulcher	Box 38, West Sault Ste. Marie, Ont.
"	Brotherhood of Locomotive Firemen, Algoma Lodge, No. 606	Peter Shepherd	Sault Ste. Marie, Ont.
" West	Brotherhood of Railway Trainmen, Ste. Marie Lodge, No. 611	Joseph Mason	Box 123, Sault Ste. Marie, West, O.
Schrieber	Order of Railway Conductors, No. 573	R. A. Coulter	Schreiber, Ont.
"	Brotherhood of Locomotive Engineers, Kitchener Division, No. 562	A. Bilbe	Box 73, Schrieber, Ont.
"	Brotherhood of Loco. Firemen, Red Rock Lodge, No. 387	G. E. Long	Schrieber, Ont.
"	Bro. of Railway Trainmen, Lake Superior Lodge, No. 419	W. G. Darcy	Schrieber, Ont.
"	Bro. of Maintenance of Way Employés, No. 260	Wm. Sparks	Schreiber, Ont.
Smith's Falls	Bricklayers and Masons	Adam Johnston	Box 231, Smith's Falls, Ont.
"	Iron Moulders' Union of N. A., No. 201	John W. Garratt	Box 263, Smith's Falls, Ont.
"	Order of Railway Conductors, Rideau Division, No. 199	M. Munroe	Box 349, Smith's Falls, Ont.
"	Bro. of Loco. Engineers, Rideau Division, No. 381	James Currie	Smith's Falls, Ont.
"	Bro. of Loco. Firemen, St. George Lodge, No. 479	Hugh Richmond	Box 169, Smith's Falls, Ont.
"	Brotherhood of Railway Trainmen, Harold Fraser Lodge, No. 245	J. Angus Jobin	Smith's Falls, Ont.
Finch	Bro. of Maintenance-of-Way Employés, Winchester Div., No. 136	A. Seal	Finch, Ont.
Stratford	Bricklayers and Masons' Union of America, No. 24	W. L. Lewis	107 Milton St.. Stratford, Ont.
"	International Association of Machinists, No. 103	F. Kastner	Box 105, Stratford, Ont.
"	Amalgamated Society of Engineers and Machinists, No. 579	Wm. Bell	216 Duro St., Stratford, Ont.
"	Boilermakers and Iron Shipbuilders' Union of America, No. 297	D. H. Hishon	234 Nelson St., Stratford, Ont.
"	International Typographical Union, No. 139	J. Shannon	Stratford, Ont.

Stratford	Newspaper Carriers' Union, No. 6	Frank Burnham	Stratford, Ont.
"	Cigarmakers' International Union, No. 424	Jas. Hogarty	179 St. David St., Straford, Ont.
"	Order of Railway Conductors, Stratford Divison, No. 15	Thomas Buchanan	Box 433, Stratford, Ont.
"	Bro. of Loco. Engineers, Avon Division, No. 183	John Bantley	Box 337, Stratford, Ont.
"	Brotherhood of Loco. Firemen, Avon Lodge, No. 38	L. Garbatt	58 Mowatt St., Stratford, Ont.
"	Brotherhood of Railway Trainmen, Victoria Lodge, No. 8	J. J. Chippenden	17 Cambria St., Stratford, Ont.
"	Milkmen's Association	A. Robinson	Stratford, Ont.
"	Journeymen Barbers' International Union, No. 136	G. Spriggs	Box 712, Stratford, Ont.
Sudbury	Journeymen Tailors' Union, No. 226	Albert Trevelyan	Box 225, Sudbury, Ont.
"	Bartenders' International League, 237	Edward Charron	Sudbury, Ont.
Silver Centre	Western Federation of Miners, No. 148	Chas. K. Lowthian	Silver Centre, Ont.
Thorold	United Brotherhood of Carpenters and Joiners, No. 1677	Frank Parmeter	Box 224, Thorold, Ont.
Toronto	Bricklayers' Union of Ontario, No. 2	R. A. Watson	2 Reid St., Toronto, Ont.
"	Stone Masons' Union, No. 26	C. Robb	901 Shaw St., Toronto, Ont.
"	United Bro. of Carpenters and Joiners of America, No. 27	Wm. H. Cordwell	39 Adams Ave., Toronto, Ont.
"	Unted Bro. of Carpeners and Joiners, No. 1799	R. Hayward	552 Clinton St., Toronto, Ont.
"	Amalgamated Society of Carpenters and Joiners, No. 1	J. E. Walker	401 Greenwood ave., Toronto, Ont.
"	Amal. Society of Carpenters and Joiners, Branch 12	W. E. Durance	790 Lansdowne Ave., Toronto, Ont.
"	Amal. Society of Carpenters and Joiners, Branch No. 4	A. J. Udall	26 Howie Ave., Toronto, Ont.
"	Amalgamated Society of Carpenters and Joiners, Branch No. 6	W. Cooley	89 Tiverton Ave., Toronto, Ont.
"	Bro. of Painters, Decorators and Paper Hangers of America, No. 3	J. W. Harmon	86 Lappin Ave., Toronto, Ont.
"	Painters, Decorators and Sign Writers, No. 737	W. McVicor	4 New Beach Ave., Toronto, Ont.
"	Brotherhood of Painters and Decorators, No. 219	C. D. Hislop	33 Dunbar Ave., Toronto, Ont.
"	Operative Plasterers' International Union, No. 48	Jas. Ward	150 Symington Ave., Toronto, Ont.
"	International Lathers' Union, No. 97	Fred. Taylor	36 Thorne St., Toronto, Ont.
"	Unted Association of Plumbers, Gas and Steamfitters, No. 46	J. Richards	92 Haselton Ave., Toronto, Ont.
"	Steam, Hot Water and Power Pipe Fitters and Helpers' Inter. No. 78	Thos. W. Fullan	158 Bedford Rd., Toronto, Ont.
"	Journeymen Stonecutters Association of North America	Harry Newson	Box 282, Toronto, Ont.
"	National Stonecutters' Society, No. 12	Fred. C. Allen	Toronto, Ont.
"	Granite Cutters' International Union	Jas. Seivewright	1099 Yonge St., Deer Park, Ont.
"	Plasterers' Labourers' Union, No. 1	Harry Tattersall	59 Albert St., Toronto, Ont.
"	Builders Labourers' International Union, No. 2	J. Mackintosh	48 Humbert St., Toronto, Ont.
"	Mosaic and Encaustic Tile Layer's Union, No. 37	Wm. S. Gray	37 Essex St., Toronto, Ont.
"	Brick, Tile and Terra Cotta Workers' Inter. Union, No. 118	D. Thomas	24 Sproat Ave., Toronto, Ont.
"	Asbestos Workers' National Association, No. 20	Wm. Scott	110 St. Patrick St., Toronto, Ont.
"	International Slate and Tile Workers' Union, No. 39	Arthur Pullan	194 Bleecker St., Toronto, Ont.
"	International Association of Marble Workers, No. 12	Wm. Davey	686 Shaw St., Toronto, Ont.
"	Brass Moulders' Union, No. 207	Albert V. Mann	44 Geneva Ave., Toronto, Ont.
"	Iron Moulders' Union of North America, No. 28	Robt. Harris	110 Ossington Ave., Toronto, Ont.
"	International Association of Machinists, No. 235	John O. Clayton	141 Sumach St., Toronto, Ont.
"	Amalgamated Society of Engineers, No. 666	J. M. Clements	650 Shaw St., Toronto, Ont.
"	Bridge Structural and Architectural Iron Workers. No. 4	R. Banks	215 Logan Ave., Toronto, Ont.
"	International Brotherhood of Electrical Workers, No. 114	E. A. Drury	249 Brunswick Ave., Toronto, Ont.
"	International Brotherhood of Electrical Workers, No. 353	W. J. Clayton	175 Brunswick Ave., Toronto, Ont.
"	Metal Polishers, Buffers and Platers' Union, No. 21	John Acheson	84 Wolseley St., Toronto, Ont.
"	International Jewellery Workers' Union, No. 25	F. Lettan	138 Dennison St., Toronto, Ont.
"	Inter. Bro. of Boilermakers and Iron Shipbuilders' Union, No. 123	Jos. Monaghan	401 Montrose Ave., Toronto, Ont.
" West	International Brotherhood of Boilermakers, No. 548	Wm. Watson	37 Jerome St., West Toronto, Ont.
"	Amal. Sheet Metal Workers' International Alliance, No. 30	Jas. Chapman	194 Margueretta St., Toronto, Ont.
"	Horseshoers' International Union, No. 49	Thos. McKague	464 Gerrard St., E., Toronto, Ont.
"	Sawsmith's International Union, No. 10	John Moxon	33 Beverley St., Toronto, Ont.
"	International Piano Makers' Union, No. 39	W. Westerby	737 Euclid Ave., Toronto, Ont.
"	International Piano Makers' Union No. 41 (Varnishers & Polishers)	R. J. Whitton	112 Russett Ave., Toronto, Ont.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—Continued.

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
"	Woodworker' Union, No. 157	M. Jacobs	25 Farley Ave., Toronto, Ont.
"	Upholsterers' International Union, No. 30	F. W. Prior	370 Margueretta, Toronto, Ont.
"	Patternmakers' League of North America	Thos. W. Axworthy	193 Shaw St., Toronto, Ont.
"	Picture Frame Workers' Union, No. 114	John Mossop	185 Westmoreland Ave., Toronto, O.
"	Carriage and Waggon Workers' Union, No. 85	H. Gain	344 Clinton St., Toronto, Ont.
"	International Typographical Union, No. 91	W. R. Steep	Box 211, Toronto, Ont.
"	Web Pressmen's Union, No.1	W. Hart	201 Simcoe St., Toronto, Ont.
"	International Printing Pressmen's Union, No. 10	W. A. Vichery	24 Lucas St., Toronto, Ont.
"	Printing Press Assistants and Feeders' Union, No. 1	W. J. LaPlante	Saturday Night, Toronto, Ont.
"	Stereotypers and Electrotypers' Union, No. 21	Wm. Lafferty	124 Woolfrey Ave., Toronto, Ont.
"	Printing Press Assistants and Feeders' Union (Independent)	F. S. Attrell	127 Marlborough St., Toronto, Ont.
"	Photo Engravers' Union, No. 35	J. Robson	330 Gladstone Ave., Toronto, Ont.
"	Lithographers' International Association, No. 12	J. C. Christie	416 Manning Ave., Toronto, Ont.
"	International Brotherhood of Bookbinders, No. 28	Chas. Hurst	4 Soho St., Toronto, Ont.
"	Mailers' Union No. 5	E. J. McGarry	41 North Markham St., Toronto, O.
"	Journeymen Tailors' Union of America, No. 132	Jas. Watt	Labour Temple, 167 Church St, Toronto, Ont.
"	United Garment Workers, No. 202	Miss M. Morris	85 Arthur St., Toronto, Ont.
"	Clothing Cutters and Trimmers' Union (U.G.W.), No. 185	H. A. Keller	59 Grange Ave., Toronto, Ont.
"	International Glove Workers' Union, No. 8	Miss Clare Hughson	63 Bathurst St., Toronto, Ont.
"	Cloak Makers' International Union, No. 48	D. Yaffe	53 Widmer St., Toronto, Ont.
West	Travellers' Goods and Leather Novelty Workers' Inter. Union, No. 5	Wm. Duncan	195 Osler St., West Toronto, Ont.
"	Boot and Shoe Workers' International Union, No. 233	Fred. J. Cramp	11 Clarence St., Toronto, Ont.
"	International Union of Bakery and Confectionery Drivers, No. 459		Toronto, Ont.
"	Cigarmakers' International Union, No. 27	J. Pamphilon	88 Church St., Toronto, Ont.
"	Tobacco Workers' International Union, No. 63	Wm. Bugghey	292 Logan Ave., Toronto, Ont.
"	Cigar Factory Tobacco Strippers, No. 12947	Mrs. J. Higgins	294 Church St., Toronto, Ont.
"	United Brotherhood of Leather Workers on Horse Goods, No. 98	Chas. Coulter	672 Spadina Ave., Toronto, Ont.
"	Furworkers' International Association, No. 2	H. C. Bouter	43 Hayden St., Toronto, Ont.,
"	Toronto Carpet Weavers' Association, No. 695	A. H. Woodhead	10 Alma Ave., Queen West Toronto,
"	Brewery Workers' Union, No. 304	John D. Corcoran	167 Church St., Toronto, Ont.
"	Malsters' Union No. 317 (I.U. of U.B.W.)	Alfred Cheeseman	80 Greenwood Ave., Toronto, Ont.
"	International Union of Steam Engineers, No. 356	Frank Palmer	525 Queen St., E., Toronto, Ont.
"	Order of Railway Conductors, Toronto Division, No. 17	A. Riley	706 Markham St., Toronto, Ont.
"	Brotherhood of Locomotive Engineers, Parkdale Division, No. 295	W. B. Carruthers	29 Law St., West Toronto, Ont.
"	Brotherhood of Locomotive Engineers, Toronto Division, No. 70	I. K. Belyea	46 Bellevue Place, Toronto, Ont.
"	Brotherhood of Locomotive Firemen, Dominion Lodge, No. 67	James Pratt	272 Huron St., Toronto, Ont.
Junction	Brotherhood of Locomotive Firemen, Queen City Lodge, No. 262	Isaac Armstrong	109 Dundas West, Toronto Junction.
"	Brotherhood of Locomotive Firemen, Lodge, No. 596	F. A. Pinkston	2299 Gerrard St., E., Toronto, Ont.
"	Brotherhood of Ralway Trainmen, Queen City Lodge, No. 322	H. T. Meredith	282 Crawford St., Toronto, Ont.
Junction	Brotherhood of Railway Trainmen, W. Toronto Lodge, No. 253	J. H. Davison	159 Vine St., Toronto Junction, Ont.
"	International Bro. of M. W. Employés, Division No. 419	W. H. Noyes	86 Wright Ave., Toronto, Ont.
Junction	Brotherhood of Railway Carmen, Beaver Lodge, No. 258	Allan Stewart	53 Quebec Ave., Toronto Junctn., O.
"	Brotherhood of Railway Carmen, No. 511	H. W. Winter	48 Dundas St., Toronto, Ont.
"	Amalgamated Association St. & Electric Railway Employés, No. 113	Joseph Gibbons	Labour Temple, Toronto, Ont.
"	Coal Wagon Drivers' Union, No. 457 (I.B.T.E.)	H. R. Barton	44 Spruce St., Toronto, Ont.

Toronto	National Association of Marine Engineers, No. 1	E. A. Prince	112 Garden Ave., Toronto, Ont.
"	International Longshoremen's Association, No. 646	Samuel Stalford	39 Winnifred Ave,. Toronto, Ont.
"	Ship Masters' Association of Canada, No. 1	H. O. Jackson	55 Harvard Ave., Toronto, Ont.
"	Masters and Mates' Union, No. 12,769 (A.F. of L.)	Capt. J. G. Pratt	4 Anderson St., Toronto, Ont.
"	Team Drivers' International Brotherhood, No. 495	Ed. McGee	168 Defoe St., Toronto. Ont.
"	Glass Bottle Blowers' Association of United States & Canada, No. 66	H. S. Munn	164 Argyle St., Toronto, Ont.
"	Consolidated Union of Glass Workers, No. 21	J. Hickey	23 Wardell St., Toronto, Ont.
"	Federated Association of Letter Carriers, No. 1	Alex. H. Gordon	759 Grange Ave., Toronto, Ont.
"	Railway Mail Clerks' Association	Robt. Cowling	430 Manning Ave., Toronto, Ont.
"	Civic Employés Benevolent Union, No. 1	Thos. Hilton	115 Booth Ave., Toronto, Ont.
"	Civic Employés Benevolent Union, No. 2	Samuel Clarke	177 Garden Ave., Toronto, Ont.
"	Bartenders' International League No. 280	A. E. O'Leary	248 Havelock St., Toronto, Ont.
"	Theatrical Stage Employés Association, No. 58	E. Ferris	345 Huron St., Toronto, Ont.
"	Moving Picture Machine Operators' No. 173	W. D. Shank	42 Henderson St., Toronto, Ont.
"	Journeymen Barbers' Union, No. 517	Leon Worthall	22 Waverley Rd., Toronto, Ont.
"	Bill Posters' Union, No. 40	R. E. Smith	cr. Connor-Ruddy Co., 11 Wellington East, Toronto, Ont.
"	Ice Wagon Drivers (I.B.T.D.), No. 409	S. H. May	37 Stewart St., Toronto, Ont.
"	Musical Protective Association, No. 149	Joseph Ball	114 Augusta Ave., Toronto, Ont.
"	Newsboys' Federal Union, No. 16	Jacob Brill	174 Baldwin St., Toronto, Ont.
"	Civic Park Employés' Union	J. W. Spanton	Labour Temple, Toronto, Ont.
" West	Inter. Brick, Tile and Terra Cotta Workers' Alliance, No. 19	John Howson	134 Cawthra Ave., West Toronto, O.
" West	Machinists' Helpers and Labourers (F.L.U.), No. 12,887	Harry Freear	2345 St. Clair Ave., West Toronto, O.
"	International Association of Steam Engineers, No. 152	R. B. Shepherd	208 Wellesley St., Toronto, Ont.
" West	Order of Railway Conductors, West Toronto Division No. 345	G. A. Woods	57 Empress Crescent, West Toronto.
" West	Journeymen Tailors' International Union, No. 156	M. P. Aitchison	Box 86, West Toronto, Ont.
"	International Association of Machinists, No. 371	John Nicholls	West Toronto, Ont.
" East	Amalgamated Society of Engineers, Branch 5	A. G. Sonnex	59 Melville Ave., Toronto, Ont.
"	Order of Railway Conductors, East Toronto Division, No. 344	G. Prescott	357 Roncesvalles Ave., Toronto, O.
"	Brotherhood of Railway Trainmen, East Toronto Div., No. 108	T. Brennan	10 Osborne St., Toronto, Ont.
" North	Amalgamated Society of Carp. & Joiners, Branch No. 5	A. Payne	3 Geneva Ave., Toronto, Ont.
Tweed	Brotherhood of Maintenance-of-Way Employés, Tweed Div. No. 192	Geo. Francis	Tweed, Ont.
Dryden	International Brotherhood of M. W. Employés, No. 132	Louis Rimstad	Box 40, Dryden, Ont.
Wallaceburg	Glass Bottle Blowers' Association of U.S. & Canada, No. 70	A. M. Armstrong	Wallaceburg, Ont.
"	American Flint Glass Workers' Union, No 70	W. Black	Wallaceburg, Ont.
"	International Brotherhood of M. W. Employés, No. 505	T. Coyle	Wallaceburg, Ont.
Waterloo	Federal Labour Union (D.T. & L.C.) No. 26	H. B. Herdrenratter	Waterloo, Ont.
Wiarton	Amalgamated International Woodworkers' Union, No. 126	B. Devlin	Wiarton, Ont.
Welland	Bricklayers and Masons' International Union, No. 32	Wm. Bacon	Welland, Ont.
"	United Brotherhood of Carpenters and Joiners of America, No. 969	B. Jackson	Box 897, Welland, Ont.
"	Amalgamated Society of Carpenters and Joiners	A. Laing	Box 121, Welland, Ont.
"	International Moulders' Union of North America, No. 472	Edgar Jones	Box 272, Welland, Ont.
Charing Cross	Brotherhood of Maintenance-of-Way Employés, No. 304	Jas. McKeegan	Charing Cross, Ont.
Webbwood	International Brotherhood of M. W. Employés, No. 70	W. McCarthy	Webbwood, Ont.
Walkerville	Bricklayers and Masons' Union of Ontario, No. 6	R. G. Thompson	72 Cameron St., Walkerville, Ont.
Windsor	Brotherhood of Painters, Decorators and Paperhangers, No. 629	A. J. Lossing	40 Parent Ave., Windsor, Ont.
"	Plasterers' Union, No. 345	John Reid	Windsor, Ont.
"	Tobacco Workers' International Union, No. 71	A. Barnopsky	cr. Erie Tob. Co., Windsor, Ont.
"	International Typographical Union, No. 553	Andrew Laidlaw	Sandwich, Ont.
"	Journeymen Tailors' Union of America, No. 114	G. H. Elliott	Box 351, Windsor, Ont.
"	United Garment Workers, No. 190	Miss Nellie Browne	Windsor, Ont.
"	Order of Railway Conductors, No. 494	John Smith	Windsor, Ont.
"	Brotherhood of Locomotive Engineers, City of Windsor Div. No. 390	David Lanspeary	Box 382, Windsor, Ont.

DIRECTORY OF LABOUR ORGANIZATIONS IN CANADA—Continued.

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Windsor	Brotherhood of Locomotive Firemen, Windsor Lodge, No. 421	A. B. McCreery	Box 762, Windsor, Ont.
"	Brotherhood of Railway Trainmen, Belle Isle Lodge, No. 316	Chas. Weldrick	75 Arthur St., Windsor, Ont.
"	Switchmen's Union, Windsor Lodge, No. 184	James J. Lonnee	Box 406, Windsor, Ont.
"	Canadian Association of Stationary Engineers, No. 28	James Jacob	Windsor, Ont.
"	National Association of Marine Engineers, No. 11	Neil Maitland	221 London St., W., Windsor, Ont.
"	International Union of Steam Engineers, No. 394	J. J. Jacob	6 Bruce Ave., Windsor, Ont.
"	Brotherhood of Railway Carmen of America, No. 763	Chas. M. Ronson	Windsor, Ont.
"	International Brotherhood of Teamsters, No. 92	D. Tubbs	31 Montmorency St., Windsor, Ont.
"	Journeymen Barbers' International Union, No. 451	Arthur Wickens	18 Ouellette Ave., Windsor, Ont.
Woodstock	Bricklayers and Masons' Union, No. 22	E. A. Johnston	15 Norwich Ave., Woodstock, Ont.
"	Inter. Hod Carriers and Builders' Labourers' Union, No. 26	John Green	71 Douglas St., Woodstock, Ont.
"	Iron Moulders' Union of North America, No. 249	Fred. O. Burgess	Box 228, Woodstock, Ont.
"	Piano, Organ and Musical Instrument Workers' Int. Union of A No. 51	Harvey J. Cook	Woodstock, Ont.
"	Journeymen Tailors' Union of America, No. 33	D. M. Wilson	Box 405, Woodstock, Ont.
"	International Typographical Union, No. 317	Mason Mauzer	Woodstock, Ont.

THE

LABOUR GAZETTE

JUNE, 1911.

INDUSTRIAL AND LABOUR CONDITIONS DURING THE MONTH OF MAY, 1911.

I.—GENERAL SUMMARY.

A marked improvement in the general tone of industry, and a corresponding increase in the activity of general labour took place in the second half of May. This was largely the result of favourable weather conditions which brought on the growing crops with exceptional rapidity and left the agricultural outlook at the close of the month in a condition which compares satisfactorily with that of any previous year. On the commercial life of the community the effect had been felt at the close of the month in an increasing buoyancy of orders. The outlook in the manufacturing industry has also been affected in a similar degree. A feature of the month was the rapid absorption of the supply of general labour in view of extensive railway construction, building and civic improvement work that has been planned for the present summer season, the outlook being on June 1, that in each of these branches the year will see an exceptionally large amount of work completed. This absorption has taken place notwithstanding the heavy proportions of the immigration movement, which provided a continuous increase in the supply at the larger points of distribution. The lumbering and mining industries also reported a good month, though market conditions were somewhat dull in the former. Fishing has been quiet. Summing up, it may be said that the general market for labour was buoyant on June 1, and that the outlook was for a prosperous summer season in the leading branches of employment.

Changes in Wages and Hours of Labour.

The following is a statement, by industries and groups of trades, of the more important changes in wages and hours of labour, information concerning which was received at the Department of Labour during May, 1911.

Lumbering.—Axemen and boomsmen (140) at Sillery, Que., received an advance from $1.60 and $1.80 to $2.00 and $2.20 per day.

Building trades.—Carpenters and joiners (250) at St. John, N.B., received an advance from $2.50 to $3.00 per day. Plumbers, roofers and tinsmiths (sixty-four) at Quebec, Que., received an advance of one cent an hour, from 20 to 27½ cents to from 21 to 28½ cents an hour. Builders' labourers (225) at Ottawa received an advance from 25 to 28 cents per hour, and a reduction from 50 to 44 hours per week. Painters and paperhangers (100) at Ottawa received an advance of three cents an hour on a scale ranging from 25 to 33 cents per hour, the advance dating from April 1. Masons and bricklayers (400) at Ottawa, received an advance from 50 to 52 cents per hour, and a reduction in hours from nine to eight per day. Stonecutters (400) at Toronto, made an agreement for an increase from 50 to 52½ cents

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per hour for the season of 1912. Bricklayers (1,500) at Toronto reached an agreement providing for an increase from 50 to 52½ cents per hour in the years 1911 and 1912, and 55 cents per hour in 1913. Plumbers and steamfitters (sixty) at Hamilton, Ont., received an advance from $16.50 to $17.60 per week. Carpenters at Welland, Ont., received an increase of minimum scale from 30 to 35 cents per hour. Plumbers and tinsmiths and steamfitters (thirty-one) at St. Catharines, Ont., received an increase from 30 to 35 cents per hour, assistants, from 15 to 25 cents per hour. Bricklayers and masons (100) at Berlin, Ont., received a reduction in hours from 54 to 48 according to an agreement of last year. Builders' labourers (150) at Berlin, Ont., received an increase of two cents per hour and a reduction in hours from nine to eight. Bricklayers (seventy-eight) at Brantford, Ont., received an advance from 45 to 48 cents per hour. Carpenters at Brandon, Man., (thirty-eight) received an increase from 35 to 40 cents per hour. Stonecutters (130) at Calgary, Alta., received an increase from $27.50 to $28.60 per week. Plumbers and steamfitters (twenty-five) received an increase in wages from $24.20 to $25.30 to date from July 1, and to $26.40 to date from July 1, 1912. Bricklayers (300) at Vancouver, B.C., received an advance from $5.00 to $6.00 per day. Plumbers, steamfitters and gasfitters (sixty) at Victoria, B.C., received an advance from $4.50 to $5.00 per day. Plasterers (fifty) at Victoria, B.C., received an increase from $5.00 to $5.50 per day from May 15 to August 15, and $6.00 per day after that date. Carpenters, (800) at Victoria, B.C., received an increase from $4.00 to $4.25 per day from May 16 to July 31 and $4.50 per day from that date.

Metal trades. — Electrical workers (twenty-five) at Halifax, N.S., received an increase from 25 to 27 cents per hour from May 25 to July 1, and to 30 cents per hour after that date. Sheet metal workers (seventy) at Ottawa, Ont., received an advance from 30 to 35 cents per hour minimum wages, dating from January 1. Iron moulders (thirty) at Ottawa, Ont., received an advance from $2.50 to $2.75 per day dating back to January 1. Iron moulders and coremakers (267) at Toronto, Ont., received an advance amounting to from $15.00 to $16.75 for coremakers and from $16.75 to $17.25 for moulders. Electric linemen (400), at Toronto, Ont., were granted increases from 31 to 33½ cents, from 28 to 30½ cents and from 25 to 27½ cents per hour. Electrical workers (sixty-five) at Hamilton, Ont., received an advance of five cents per hour, from $16.20 to $18.90 per week. Electric furnace tenders (twenty) at Niagara Falls, Ont., received an increase from 25 to 27½ cents per hour, with a reduction of men from three to two per furnace. Iron moulders (thirty) at Guelph, Ont. accepted a reduction in piece work prices. Employés in car department, Canadian Northern Railway (600) at Winnipeg received an advance of an additional two cents an hour from June 1. Electrical linemen at Calgary (eighteen) received an advance amounting to from $22.95 to $27.00 per week. Electrical workers employed by the Alberta Government received increases as follows: linemen, from $3.00 to $3.75 per day of nine hours; exchange foremen and cablemen, from $3.75 to $4.50 per day; foremen in charge of plants in cities, from $100 to $110 per month; troublemen, from $80 per month with no extras for overtime to $3.00 to $3.50 per day and extra for overtime and incidentals. Moulders (fifteen) and machinists (five) at Calgary, Alta., received an increase from $20.70 to $23.60 per week dating from April 1, and a reduction in hours from 59 to 55 per week.

Woodworking trades. — Patternmakers (six) at Peterborough, Ont., received an advance amounting to from $16.50 to $17.87½ per week, dating back from April 18, and fifteen patternmakers at Peterborough received an increase from $16.50 to $17.32½ per week. Woodworkers (42) at Toronto received an advance of 5 per cent., their average wages having been 27 cents per hour. Carpenters and machine hands of planing mill (forty) at Berlin, Ont., received an increase of 10 cents per day, equivalent

to an increase in the maximum from $13.27 to $13.86 per week.

Printing trades.—A slight increase was granted to some printers at Fort William and Port Arthur.

Railway service.—Employés in the car department of the Canadian Northern Railway (600) at Winnipeg, Man., received an increase of 2 cents an hour, with an additional 2 cents from June 1. Maintenance of way employés (200) of the Canadian Pacific Railway received an advance dating back to December 1, amounting to 15 cents per day for trackmen and bridgemen, and $5 per month for pumpmen and signal men.

General transport.—Teamsters (225) at Victoria, B.C., received an advance from $2.50 and $2.75 to $2.75 and $3.00 per day. Teamsters (fifteen) at Hamilton, Ont., received an increase from 40 to 45 cents per hour. Teamsters (100) at Lethbridge, Alta., received an increase amounting to from $60 and $65 to $70 and $75 per month. Street railway employés (2,500) at Montreal, received an increase in wages from 19, 20 and 21 cents per hour to 20, 21 and 22 cents per hour, to date from July 1.

Miscellaneous trades.—Paper makers (forty-five) at Ottawa, were granted a reduction in hours from 11 and 13 to 8 per day, to date from June 1, the wages being correspondingly reduced.

Unskilled labour.—Corporation labourers (sixty) at Berlin, Ont. received an advance of 20 cents per day amounting to from $9.44, $10.62 and $11.80 to $10.62, $11.80 and $12.98 per week. Corporation labourers at Calgary, Alta., received an advance, making their wages 28 cents an hour.

Interruptions to Industry.

Among industrial establishments, etc., destroyed by fire or through other causes during April, as reported in the press of the Dominion, the following may be mentioned:—

Nova Scotia.—Sixteen buildings at Aylesford, loss, $20,350; warehouse at Halifax, loss, $4,000; college at Halifax, loss, $3,000; houses and woods at Hubbards, loss, $2,000; bush fires at Martin's River, loss, $10,000; barns at North Sydney, loss, $10,000.

New Brunswick.—Hennery near Dalhousie, loss over $1,000; foundry at Fredericton, loss, $30,000; house and barns at Grand Falls; church and property over four miles of territory at Highfield; lumber mill at Lepreau, loss $10,000; church at Nerepis; blacksmith shop and six barns at Sheffield.

Prince Edward Island.—Three buildings and standing timber at Brackley Point, loss $2,000; station at Mount Stewart, loss $2,000.

Quebec.—Stables and residence at Actonvale, loss, $6,000; hotel at Ahuntsic, loss $40,000; hotel at Back River, loss, $42,000; 3,000 to 4,000 cords of pulpwood at Beauce Junction, loss, $20,000; seven buildings at Beaurivage, loss $30,000; power plant and dwellings at Bedford, loss, $75,000; shop, restaurant and other buildings at Buckingham, loss, $125,000; estimated loss of $40,000 to $50,000 on Chaudiere river from floods; sawmill at Hetley, loss many thousands; sawmill at Les Eboulements, loss $7,000; seven houses at Longue Pointe, loss $16,000; grocery store and six houses at Montreal, loss, $20,000; machine factory at Montreal, loss, $100,000; business block at Montreal; coal shed and gear shanty with apparatus at Montreal, loss $10,000; corset factory at Quebec; rink, two factories and other buildings at Quebec, loss, $250,000; railway station at Richmond, loss, $5,000; church, house and convent at St. Cecile de Masham, loss, $50,000; eleven buildings at St. Johns, loss, $75,000; farms and woods near St. Sauveur des Monts, loss over $3,000; houses, barns and sheds at Stanbridge East.

Ontario.—Farmhouse and barns near Acacia; laundry, shoe shop, and carriage making shop at Brockville, loss, $10,000; hotel at Essex, loss, $12,000; sawmill and cheese-box factory at Holville; storehouse at Hamilton; general store at Keene, loss, $8,500; cheese-box factory and saw-mill at Kemptville; contents of grocery shop at Kingston, loss $6,000; village of Lake St. Peter; hardware store at Lanark, loss, $5,000; lumber yard at Lindsay, loss, $8,000; hotel at North Bay, loss $15,000; house, barns and stock near North Gower, loss $10,000; slaughter house at Owen Sound, loss $2,000; military buildings at Petawawa, loss $25,000; mill, rink, twenty-five boat-houses and two loaded freight cars at Peterborough, loss $30,000; saw-mill and machinery at Porcupine Power Plant, Metagami river, loss $25,000; school, residences, offices and stores in Porcupine District, loss $353,000; livery stable at Rainy River, loss $4,000; charcoal plant at Steelton; factory at Toronto, loss $3,500; hotel at Trout Mills, loss $15,000; wire fence factory at Walkerville, loss, $3,000; barn, live stock and hay at Welland, loss $2,500; barns, cattle, wagons and grain at Welland, loss $5,900.

Manitoba.—Homesteads in prairie fire; bush fires in Northern Manitoba and Saskatchewan, timber, homesteads, and railway bridges burnt; flour mills, elevator with flour house and engine room at Gilbert Plains; tent and mattress factory at Winnipeg, loss $15,000; garage, automobiles and gasoline at Winnipeg, loss, $250,000.

British Columbia.—Lumber mill at Burrard Inlet, loss, $20,000; mine at Michel.

Conditions in the Industries and Trades.

Conditions of employment during May in the several industries and groups of trades throughout Canada, as indicated by reports of correspondents to *The Labour Gazette*, and by information received by the Department of Labour from other sources, may be briefly summarized as follows:—

Agriculture.

From almost every section of the Dominion very favourable reports were

TABLE SHOWING STATE OF EMPLOYMENT IN

This table is based largely on the reports of the correspondents of *The Gazette* as published in the present issue several trades and industries throughout the Dominion. The table has reference only to the amount of employment headings in *The Gazette*. In tabulating the information in question, the terms employed are divided into two groups, active, very active; (2) quiet and very quiet.

City and District of Correspondent.	Agricultural operations.	Fishing.	Lumbering (including sawmilling.)	Mining.	Manufacturing.	Railway construc-	Building trades.
Nova Scotia—							
1—Sydney	Active	Quiet	.....	Active	Very active	.....	Active
2—Westville	Active	.....	Active	Very active	Active	.....	Active
3—Halifax	Quiet	Active	.....	.....	Active	.....	Quiet
4—Amherst	Active	Quiet	.....	Active	Active	.....	Active
Prince Edward Island—							
5—Charlottetown	Very active	Active	.....	.....	Active	.....	Active
New Brunswick—							
6—Moncton	Active	Quiet	Quiet	.....	Active	.....	Active
7—St. John	.....	.....	Active	.....	.....	.....	Active
8—Newcastle	Quiet	Quiet	Quiet	.....	.....	.....	Quiet
Quebec—							
9—Quebec	Active	.....	Active	.....	Active	.....	Active
10—Sherbrooke	Active	.....	Active	Active	Very active	.....	Active
11—Three Rivers	Active	.....	Active	.....	Active	Active	Active
12—St. Hyacinthe	Active	.....	.....	.....	Very active	.....	.....
13—St. Johns and Iberville	Active	.....	Active	.....	Active	.....	Active
14—Sorel	Active	.....	.....	.....	Active	.....	Active
15—Maisonneuve	Active	.....	.....	.....	Very active	.....	Active
16—Montreal	Active	.....	.....	.....	Active	.....	Active
17—Hull	Active	.....	Active	.....	Active	.....	Active
Ontario—							
18—Ottawa	Active	.....	Active	.....	Active	.....	Active
19—Kingston	Very active	.....	.....	Active	Active	.....	Very quiet
20—Belleville	Active	Active	Active	Active	Very active	Active	Active
21—Peterborough	Active	.....	Active	.....	Active	.....	Active
22—Toronto	Active	.....	.....	.....	Active	.....	Active
23—Niagara Falls	Active	.....	.....	.....	Active	Active	Active
24—St. Catharines	Very active	.....	.....	.....	Very active	.....	Very active
25—Hamilton	Active	.....	.....	.....	Very active	Active	Active
26—Brantford	Active	.....	.....	.....	Very active	.....	Active
27—Guelph	Active	.....	.....	.....	Active	.....	Active
28—Berlin	Active	.....	.....	.....	Very active	.....	Active
29—Woodstock	Active	.....	.....	.....	Very active	.....	Active
30—Stratford	Active	.....	.....	.....	Very active	.....	Active
31—London	Active	.....	.....	.....	Active	.....	Active
32—St. Thomas	Active	.....	.....	.....	Active	.....	Active.
33—Chatham	Active	.....	.....	.....	Very active	.....	Very active
34—Windsor	Very active	.....	.....	.....	Very active	.....	Very active
35—Sault Ste. Marie	.....	.....	Quiet	.....	Active	.....	Active
36—Port Arthur & Fort William	Active	.....	.....	.....	Active	Active	Very quiet
Manitoba—							
37—Winnipeg	Very active	.....	.....	.....	Very active	Active	Very active
38—Brandon	Very active	.....	.....	.....	Active	.....	Active
Saskatchewan—							
39—Regina	Active	.....	.....	.....	Active	Active	Active
40—Moose Jaw	.....	.....	.....	.....	.....	.....	Quiet
41—Saskatoon	Active	.....	.....	.....	Active	.....	Active
Alberta—							
42—Calgary	Quiet	.....	.....	.....	Active	Active	Active
43—Edmonton	Very active	.....	.....	Very active	Active	.....	Active
44—Lethbridge	Active	.....	.....	Very quiet	Active	.....	Quiet
British Columbia—							
45—Nelson	.....	.....	Active	Quiet	.....	.....	Active
46—New Westminster	Active	Quiet	.....	.....	Active	Active	Active
47—Vancouver	Active	.....	Active	.....	Active	.....	Very quiet
48—Victoria	.....	.....	.....	.....	Active	Active	Quiet
49—Nanaimo	Active	.....	Active	Active	Active	.....	Active

CANADA DURING THE MONTH OF MAY, 1911.

and is intended to present, in brief and accessible form, a generalized statement as to the state of employment in the prevailing, no account being taken as to wage changes, trade disputes and kindred phenomena treated under separate the order indicating in each, the degree to which general conditions were favourable or unfavourable, as follows: (1)

	Metal, engineering and ship-building.	Wood-working.	Printing and Allied trades.	Clothing.	Food and tobacco preparation	Leather.	General transport.	Miscella-neous.	Unskilled labour.
1—	Active	Active	Active	Active	Active	.....	.....	.....	Very quiet
2—	Active	.....	Active	Active	Active	Active	.....	Active	Active
3—	Quiet	Active	Active	Quiet	.....	.....	Active	.....	Quiet
4—	Quiet	Active	Active	Active	Active	Active	Active	Active	Active
5—	Active	Active	Active	Active	Active	Active	Active	Active	Active
6—	Active	.....	Active	Active	Active	Active	Active	Active	Quiet
7—	Active	Active	Active	Active	Active	.....	Active	Active	Active
8—	Active	Active	.....	.....	.....	.....	.....	.....	Quiet
9—	Active	.....	Active	Active	Quiet	Active	Active	Active	Active
10—	Active	Active	Active	Active	Active	.....	Active	Active	Active
11—	Active	Active	Active	Active	Active	Active	Active	Active	Active
12—	Active	Active	Active	Quiet	Active	Quiet	Active	Active	Quiet
13—	Active	Active	Active	Active	.....	.....	Active	Active	Active
14—	Active	Active	.....	.....	.....	.....	Very active	Active	Active
15—	Active	Active	Active	Active	Active	Active	Active	Active	Active
16—	Active	Active	Active	Active	Active	Active	Active	Active	Active
17—	Active	Active	.....	.....	.....	.....	Active	Active	Active
18—	Active	Active	Active	Active	Active	Active	Active	Active	Very active
19—	Active	Active	Active	Active	Active	Active	Active	Active	Active
20—	Actvie	Actiev	Active	Active	Active	Active	Active	Active	Active
21—	Active	Active	Active	Active	Active	.....	Active	Active	Active
22—	Active	Active	Active	Active	Active	Active	Active	Active	Active
23—	Active	.....	.....	Active	Active	.....	Active	Active	Active
24—	Active	Active	Active	Active	Active	Active	Active	Active	Active
25—	Active	Active	Active	Active	Active	Active	Active	Active	Active
26—	Active	Active	Active	Active	Active	Active	Active	Active	Active
27—	Active	Active	Active	Active	Active	.....	Active	Active	Very active
28—	Active	Active	Active	Active	Active	Active	Active	Active	Active
29—	Active	Active	Active	Active	.....	.....	Active	Active	Very active
30—	Active	Active	Active	Active	Active	Active	Active	Active	Active
31—	Active	Active	Active	Active	Active	.....	Active	Active	Active
32—	Active	.....	Active	Active	.....	.....	Active	Active	Active
33—	Active	Active	Active	Active	Active	.....	Active	Active	Very active
34—	Active	Active	Active	Active	Active	.....	Active	Active	Very active
35—	Active	Active	Active	Active	Active	.....	.....	Active	Active
36—	Active	.....	Active	Active	Active	.....	Active	.....	Quiet
37—	Active	Active	Active	.....	.....	.....	.....	.....	Very active
38—	Active	Active	Active	Active	Active	.....	Active	Active	Active
39—	Active	Active	Active	Active	Active	.....	Active	Active	Active
40—	Active	Active	Active	Active	Active	.....	Active	Active	Quiet
41—	Active	Active	Active	Active	.....	.....	Very active	Active	Active
42—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
43—	Active	Active	Active	Active	Active	.....	Active	Active	Active
44—	Active	Active	Active	Active	Active	Active	Active	Active	Quiet
45—	.....	.....	.....	.....	.....	.....	Active	.....	Quiet
46—	Active	Active	Active	Active	Active	.....	Actiev	Active	Active
47—	Active	Active	.....	Active	.....	.....	Active	Active	Very quiet
48—	Active	.....	Active	.....	.....	.....	Active	Active	Quiet
49—	Active	Active	Active	.....	Active	.....	Active	Active	Active

received as to the condition of the crops. The cold and backward weather which prevailed during April was followed during the second week in May by a period of warmth with frequent showers. Growth, which up to that time had been slow, was exceptionally rapid throughout the second half of the month. Grain crops, vegetables, and fruits promised exceptionally well in the closing days of the month. Especially favourable were the reports received from western Canada, in many sections of which conditions were said never to have been more favourable at the corresponding season of the year. It is estimated that the total western wheat area will approach 10,000,000 acres.

Reports received from the Department of Agriculture of Ontario are to the effect that winter crops have on the whole come through well, though fall wheat and clover are variable. An unusually large amount of alfalfa has been sown this year.

The maple sugar season in the Eastern Townships, Quebec, has been pronounced the best in several years.

The second crop bulletin of the Saskatchewan Government shows a general increase in the acreage under wheat, oats, and flax; crop conditions throughout the Province are indicated as very satisfactory.

The Census and Statistics bulletin of the Department of Agriculture, Canada, for May, reports as follows:—

Fall wheat, which is grown chiefly in Ontario and Alberta, showed an average condition of eighty-two per cent. at the end of April, being eighty-nine per cent. in Alberta and eighty-one per cent. in Ontario. In Ontario, however, the April frosts were destructive in some regions; and from twelve to thirty-four per cent. of the area shown has been reported as winter-killed. The central counties, north of Lake Ontario, suffered worst, the average loss as reported being thirty-four per cent. In the western counties twenty-seven per cent. of the area in crop has been destroyed. In the southern counties, north of Lake Erie, the loss is ten per cent.; in the northern counties and districts 12·6 per cent.; and in the eastern counties, between the St. Lawrence and Ottawa rivers, fifteen per cent. For the whole of Canada the area winter-killed is reported to be twenty-one per cent., and the per cent. condition of the growing crop is eighty-two.

About 12·5 per cent. of the clover was heaved out by the spring frosts, and the average condition of hay and clover at the end of April was eighty-nine per cent. Alberta shows better than any other part of Canada, its average being 94·5 per cent. Nova Scotia comes next, with 93·75 per cent.; and in Quebec, British Columbia and Saskatchewan the condition is over ninety per cent. In Ontario it is eighty-six and in Manitoba eighty-five per cent.

The percentage of total seeding completed at the end of April was 21·35 in Quebec, forty-four in Ontario, forty-seven in Manitoba, 47·30 in Saskatchewan, 66·81 in Alberta and 76·90 in British Columbia. Manitoba and Saskatchewan had seventy per cent. of the proposed area of spring wheat sown at the end of April, and Alberta and British Columbia eighty per cent. The Maritime provinces had scarcely made a beginning of seeding operations at the end of April, and in Quebec barely one-fourth of the spring wheat, oats and barley were sown. In Ontario fifty-one per cent. of the spring wheat was in the ground, forty-four per cent. of the oats and 42·5 per cent. of the barley.

The report on the condition of live stock is good for all the provinces,—being ninety-five for horses, 92·43 for milch cows, 90·56 for other cattle, 93·32 for sheep and 94·51 for swine. Alberta is below ninety for horses, Manitoba, Saskatchewan and Alberta for milch cows, Manitoba, Saskatchewan, Alberta and British Columbia for other cattle, and Alberta and British Columbia for sheep; but generally the condition ranges about ninety per cent.

The opening report of the Fruit Division of the Department of Agriculture, Canada states as follows:—

No losses in Eastern Canada have been reported from winter-killing, except in the case of strawberries, and then only from limited areas. The losses reported have been less than for several years. For a number of winters, even when the conditions did not appear to be unfavourable, fairly serious losses from winter-killing have been reported. This was accounted for by the injuries which the trees received during cold series of winters from 1899 to 1904. Apparently normal conditions have been restored, and Canadian orchards are again strong and vigorous. The snow-fall was not excessive anywhere, and the orchards have escaped the ordinary sleet storms that nearly always prevail in one section or another.

The spring of 1911 is reported somewhat backward, but not excessively so; and in most cases the fruit growers report that this tardiness has been a positive advantage as it is likely to prevent losses from late frosts. Fairly heavy frosts were prevalent the first week in May, but no serious damage was reported. The latest reports indicate that rain is now needed in Eastern Canada. In British Columbia serious damage to the peach and cherry crop is reported as the result of frost.

Under date of May 23, the Commissioner of Immigration at Winnipeg reported as follows as to conditions in Western Canada:—

It is officially announced that the acreage in Province of Alberta under spring wheat will show an increase this year of thirty-three per cent. over last year, while the increase in acreage of winter wheat will be forty per cent. greater this year than last. Estimated acreage spring wheat last year 450,493 acres and this year 600,000 acres, winter wheat last year 142,467 acres, this year 225,000 acres. Grand Trunk Pacific Railway Company have commenced foundation of a new hotel near Fort Garry Station, Winnipeg, while the Canadian Northern Railway Company to-day announces intention to erect a palatial hotel on site of old Manitoba Hotel, Winnipeg, burned fifteen years ago. Crop outlook for this year is more promising than for some years past at this time of year; plentiful rainfall and sunshine causing rapid growth. Notwithstanding constantly increasing immigration, there is always scarcity of men for railway labour and farming operations. Canadian Pacific Railway Company start, on June 4, a new train direct Toronto to

Vancouver, and new train direct Winnipeg to Edmonton *via* Saskatoon. Latter will do journey in thirty hours.

Fishing.

Unfavourable weather interfered with fishing operations in the Maritime Provinces, and catches in some localities suffered in consequence. The lobster season opened on April 20, but the catches so far have been light, though the supply of lobsters is generally reported as more abundant than last year. Coastwise arrivals of fish in the closing days of the month were becoming heavier at Nova Scotia ports. Normal conditions prevailed on the Great Lakes. In British Columbia, the run of salmon has been usually light.

An order in council has been passed rescinding the fisheries regulations established in 1907 for the province of Manitoba and the district of Keewatin, and bringing into force a new set of regulations based on the recommendation of the royal committee appointed last year to consider the question of conservation of Manitoba fisheries.

The trapping season in northern Saskatchewan and Alberta is reported to have been a poor one.

Lumbering.

The dry weather which prevailed up to the middle of May has interfered with the drives in northern New Brunswick. Although conditions in this respect improved later in the month, it was feared that a considerable number of logs would be held back. Elsewhere conditions were more favourable. The mills were running steadily. Throughout western Canada conditions showed little change from the preceding month, the industry being characterized by activity, with prices firm.

Mining.

Extreme activity characterized the coal trade of Nova Scotia, full time with full staffs being worked in nearly all the collieries, the situation being more favourable from the standpoint of labour than for some time past. The shipping season, though late in opening, promises to be very heavy. The asbestos, mica, and metalliferous camps of Ontario and Quebec had resumed full activity. Production has been steady in the Cobalt camp and development work very active in the Porcupine district. In British Columbia, activity characterized operations in the metalliferous camps of the interior, but there was a falling off in coal production due to labour disturbances in the mountain section, and to a falling off in trade on Vancouver Island.

Manufacturing.

As in the previous months of the year, conditions in the manufacturing industry were very active in nearly every branch, and in nearly all localities. Industrial establishments were working to their full capacity, and in several cases additional workmen would have found employment. At several points extensions to factory buildings and equipment were under way.

At the first annual meeting of the Dominion Steel Corporations, Limited, the position and prospects of affairs were reported to be satisfactory. It was stated that the erection of a sixth blast furnace at Sydney was going forward at once.

The annual report of the Dominion Textile Company showed earnings for the year of $989,710, which is regarded as satisfactory by the Company, considering the high price of raw cotton during the past year. Sales amounted to $9,470,270, an increase of $726,563. The Company now has in operation 900 looms, 427,000 spindles, and employs 6,500 hands. The amount paid out in mill wages amounted last year to $1,875,000.

Railway Construction.

Conditions were very active. A steady increase in activity was reported in connection with the extensive operations under way throughout Canada. Construction camps have absorbed large numbers of common labour during the past month, especially in western Canada,

and men were in demand at several points. On the whole, however, the labour supply was better met than a year ago.

Orders have been placed for 107,200 tons of steel rails by the Canadian Pacific Railway Company, and for 115,000 tons by Mackenzie and Company, while the Grand Trunk Pacific Railway has orders for 80,000 tons for use on branch lines, and the National Transcontinental Railway for 60,000 tons. The Grand Trunk Railway Company has orders amounting to 37,500 tons outstanding.

Tenders for the erection of several stations and other buildings will be received by the National Transcontinental Railway Commissioners up to June 14.

General Transport.

Railway traffic has been well maintained, as evidenced by the increased earnings of all the important railway companies. Navigation was late in opening but has been characterized by unusual activity since. Longshoremen and canal employés have had a busy month.

The half-yearly statement of the Grand Trunk Railway Company shows an increase of nearly 2 per cent. in gross receipts and a somewhat smaller increase in working expenses.

Electric Railway Companies have had a busy month, earnings showing an advance over the corresponding period of 1910.

The following statement, prepared by the Grain Inspector, Fort William, Ont., shows the bushels of grain shipped by vessels from Fort William and Port Arthur, of the 1910 crop, from the close of navigation, 1910, to April 30, the last two figures in each column representing lbs:—

Destination.	Wheat.	Oats	Barley.
Canadian ports:			
Goderich	308,706'50	130,000'00	.....
Kingston	417,000'00	336,481'20	.....
Montreal	688,523'50	293,126'26	12,818'12
Owen Sound	75,000'00	.....	.....
Pt. Colborne	635,515'20	.....	.....
Pt. Edward	74,000'00	.....	.....
Tiffin	1,007,702'40	.....	.....
Vic. Harbour	136,500'00	.....	.....
	3,342,643'40	759,608'12	12,818'12
Foreign ports:			
Buffalo	2,230,253'50	.....	.....
Depot Harbour	113,108'40	.....	.....
	5,686,011'10	759,608'12	12,818'12

A policy of extensive development of the Intercolonial Railway System, is involved in the acquisition of the branch lines, plans of which were recently announced by the Honourable the Minister of Railways. Twelve branch lines in New Brunswick, Nova Scotia and Quebec are to be taken over under the terms and conditions of the act of last session respecting such leases. The railways are to be taken over under terms and conditions approved by the Managing Board, the value to be fixed by the Judge of the Exchequer Court upon the report of the Chief Engineer.

The total surplus of the Intercolonial Railway for the past year was $272,712. The total income for the year was $9,863,783, from which was deducted $600,000 for equipment account; $25,000 for revenue account on equipment; $76,000 to cover the cost of replacing the shops destroyed by fire at Campbellton; $5,000 per month expenditure on new fire account, in addition to all the general operating expenditures.

The following letter with regard to trespassing on railway rights of way was sent out during May by the secretary of the Railway Commission, to the attorneys-general of the Canadian Provinces:

"During the year ending March 31, 1911, one hundred and forty persons were killed and sixty-nine were injured while trespassing on railway property. The companies have been doing their utmost to prevent this unnecessary killing, but when they prosecute, many magistrates look upon the matter as so trivial that it is found most difficult to obtain convictions.

"Unless the offenders are punished, it will be impossible to lessen this death rate. It is regarded by this board as highly important that magistrates should appreciate the importance of this matter, not only as it affects the companies themselves, but also from the public point of view.

"In England the law is rigorously enforced against trespassers on railway lands.

"We are endeavouring to reduce the toll upon human life from railway operation, and it is discouraging to find 209 trespassers killed and injured in one year. Cannot steps be taken to bring to all magistrates the view that the laws should be enforced in all proper cases?"

A consolidation of the Richelieu & Ontario Navigation Company, with the Inland, the Northern, and Furness-Withy interests, was consummated during

May, when an agreement was signed by the representatives of the interests concerned.

The Trades.

Building.—The month just past has been a very active one for all branches of the building trades, except in a few localities. In nearly all of the points from which reports were received at the Department, the number of building permits issued to June 1 considerably exceeded those isssued to the corresponding date in 1910, while the value of the proposed buildings was very largely in excess of those of the preceding year. A scarcity of material hampered operation in a few localities, and labour disturbances in others; on the whole, however, the month compared favourably with the corresponding period in previous years.

Metal and woodworking.—Employés in these trades had a good month's employment, establishments in nearly all branches working to full capacity. Additional labour was in demand in several localities; examples will be seen in the reports of local correspondents elsewhere. As a further example, a communication from the Sudbury Construction and Machine Company of Sudbury, Ont., dated May 23, stated that the Company had difficulty at times in obtainnig the class of labour required, viz., machinists, boilermakers, patternmakers and moulders.

Printing and allied trades.—Printers and pressmen and allied trades had an active month.

Clothing.—Journeymen tailors, garment workers, hat and cap makers, boot and shoe workers, etc., reported favourable conditions of employment generally prevailing.

Textile.—Cotton and woollen mills were running steadily, with heavy orders ahead and full staffs employed.

Leather.—Tanners and curriers had a good month, and leather workers generally were active. Trade conditions were buoyant, with prices unchanged but firm.

Food and tobacco preparation.—Normal seasonal conditions prevailed among bakers and confectioners. Conditions were generally favourable in the tobacco trades, with cigar makers and tobacco workers active.

Miscellaneous.—Hotel and restaurant employés, retail clerks, etc., had a good month.

Unskilled labour.—This class of labour was in heavy demand throughout Canada in view of the extensive building, civic improvement and railway construction operations under way. Notwithstanding the heavy influx of immigration, the supply was fully absorbed in most localities, while in some districts a scarcity already prevailed. Wages were on or about the same level as at the corresponding period of 1910.

Canadian Trade and Revenue.

Foreign and Imperial trade.—During April, 1911, the total value of imports entered for consumption in the Dominion of Canada was $32,544,187, compared with $30,866,987 in April, 1910. The total value of domestic exports during April was $10,943,233, compared with $14-507,681 in April, 1910. During April there was an increase in exports of animals and their products. There were decreases in the products of mines, fisheries, forests, agriculture, manufactures and miscellaneous. The grand total of Canadian trade for April ,1911 was $44,421,827 compared with $45,-983,894 in April, 1910. In the reports of the Canadian Trade Commissioners an account is given of the lumbering market in Newfoundland as affecting Canadian forest products. It is stated that Canadian birch is used for shipbuilding and millwright purposes; trade in birch and maple flooring is springing up as local forests supply nothing suitable. The Canadian apple trade was reported to be unsatisfactory, but there was a growing demand for Canadian pears. There was a good market in Britain for spruce shooks for the textile trade. The Canadian trade in Cuba is reported to be rapidly increasing.

Domestic trade.—The general trade movement was not equal in volume to the previous year, but retail trade, however, was comparatively satisfactory.

Clearing House returns continued to increase in volume. The bank statement for April showed an increase in circulation, deposits, call loans, and current loans. The circulation of notes amounted to $89,796,521, compared with $85,779,-995 in March; bank deposits, $847,787,-299, compared with $831,204,258 in March and $768,273,252 in April, 1910; the current loans amounted to $712,032,-758, compared with $710,604,072 in the previous month.

The annual report of the Sterling Bank shows net profits of $96,825, compared with $92,832 in the previous year. The Imperial Bank, whose year ends at the close of April, has increased its capital and reserve during the past year, while circulation and deposits also show an advance; profits were the largest in the bank's history.

Notes.

The thirteenth annual convention of the United Commercial Travellers was held at Victoria, B.C.

The Civil Service Co-operative Supply Association of Ottawa, Ont., opened a store on the corner of Slater and O'Connor Streets, Ottawa.

At a meeting held at the Monument National in Quebec, the holding of a Child's Welfare Exhibition was discussed and approved, committees being appointed to deal with the details of the work.

The annual convention of the Ontario Labour Educational Association was held at Guelph, Ont., on May 24, with 120 delegates in attendance. Presidents of Ontario Trades and Labour Councils numbering over twenty were present. The formation of a Provincial Federation of Labour was discussed, and a resolution passed recommending the same to the Trades and Labour Congress of Canada. Officers for the year were elected as follows:—President, H. Palford, Hamilton; Vice-Presidents, W. J. Driscoll, Kingston; J. D. Jacobs, London; H. Robinson, Peterboro; T. Hall, Guelph; A. Plummer, Berlin; Secretary-Treasurer, J. C. Coles, Brantford; Editor, Jos. T. Marks, London.

The fifth annual report of the Dominion Steel Workers Mutual Benefit Society of Sydney for the year ending April 30, 1911, gives the following details as to the work of the Society during the past year. The number of claims for sick benefits presented during the year was 676; of these 370 were paid weekly benefits; twenty-one were outstanding at the close of the year, and the remainder involved no outlay. Fourteen members died during the year as a result of natural causes. The amount paid to members and their representatives for sick and mortuary benefits was $8,366.68. Cases of accidental injury to members during the year numbered 1,659; of these 890 were paid benefits, and the others involved no expenditure beyond surgical treatment. It is regrettable that eight members lost their lives as a result of accidental injury during the year. The direct outlay on account of accidents amounted to $13,928.49, a considerable increase over last year's expenditure. Outlay for Surgeons' fees was $5,420.22, and for hospital treatment of injured members $2,426.72. In all 1,260 claims were paid. The amount paid directly to members or their representatives and for surgical and hospital treatment was $30,142.11, a large increase over last year's expenditure. This was an average of $23.92 per claim paid.

In connection with the application of eleven rural telephone companies to the Board of Railway Commissioners for Canada for an order directing the Bell Telephone Company to provide them with long distance connection, an understanding was arrived at whereby a provisional arrangement will be entered into as an experiment between nine of the companies and the The Bell Telephone Company for the next twelve months.

The Federation of the Chambers of Commerce of Quebec held a meeting in that city on May 19.

II.—REPORTS OF LOCAL CORRESPONDENTS.

SYDNEY, N.S., AND DISTRICT.

Mr. John Moffatt, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

All branches of industry were active during May and all classes of labour were well employed. Prospects point to a busy season. The steel and coal industries continued active and much stimulated since navigation opened. The different foundries and factories of Sydney were active, and a fair start on what will no doubt be one of the busiest seasons of this district has been made. The tar and chemical works were very busy, as were also the cement works. All branches of the Sydney steel works were busy. Three furnaces have been running continuously and a fourth will be blown in about the first of June. This will largely add to the steel output. The foundations of a general office, costing $150,000, are being put in. Work is also progressing on the foundation for a new machine shop in the vicinity of McQuarrie's Crossing. The contract for the fertilizer plant has been let. It has been discovered that the basic slag from the open hearth furnace contains valuable fertilizing constituents, and this slag will be used in the plant under construction. Large quantities of machinery were brought in and unloaded during the winter and will be placed in position as soon as the foundation of the mills and other necessary work is completed.

The Sydney Mines steel plant continued active throughout the month and satisfactory results were obtained from the furnaces.

The coal industry was very busy and all the collieries worked full time. Preparations were made during the winter for large outputs and this may be a record year both in the Glace Bay and Sydney Mines districts.

The navigation season opened on the second of May, when westerly winds drove the drift ice from the coast. Since that time the coal and ore boats, fishing vessels and crafts of all kinds, have been coming into the harbours making the shipping brisk. Railway freights, however, continued heavy owing to the abundance of lumber and other material lying along the railways ready for loading when an available supply of cars could be procured.

The building trades and other outdoor workers were active. Carpenters will have a busy season but the supply of men at the present time is fully adequate to the work to be done. The wholesale and retail trades had a good month and a large volume of business was tranasacted. The labour unrest has almost disappeared from this district.

During the early months of the year, the employés of the Nova Scotia Steel & Coal Company working in the steel department at Sydney Mines formed what is known as the Sydney Mines Employés' Relief Fund of the Nova Scotia Steel & Coal Company, Limited. The fund is supported by a monthly contribution of the employés and amounts contributed by the Company. Weekly indemnity is paid to members for disability, sickness and injury, and at the death of a member a cash payment is made to the family of the deceased member. A weekly allowance is also provided for the widows and children of deceased members.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—If the shipping season was one month later this year, the growing season seems to be about two weeks earlier. The weather was dry and cold most of the month but it gave farmers a splendid chance to get their crops in under the best conditions. Much seeding and planting was done and farm work was generally well advanced.

Fishing.—Severe wind storms swept the coasts of Cape Breton during the early part of the month, which prevented fishing to any extent until the

latter part of May. Lobsters are plentiful.

Railway construction and employment. Work was resumed on the extension of the Intercolonial Railway by the way of Little Bras d'Or to Sydney Mines, and this part of the railway will be completed by the end of the year.

CONDITION OF PARTICULAR TRADES.

All the skilled trades were active and unskilled labour well employed.

WESTVILLE, N.S., AND DISTRICT.

Mr. Tom Hale, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour conditions throughout this district were very brisk. Shipments for the month of April from the collieries of the district showed a fair increase over the corresponding month of 1910. There was a demand for men in nearly all departments in the mines. All the collieries were said to be short of men. The other industries throughout the district were fully employed, and in most cases on the lookout for men.

Large brick buildings are being built at the Allen shafts to replace the wooden ones erected in the early period. The Company also contemplates installing an electric plant and modern machinery.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy seeding. The weather has been exceptionally dry, attended with forest fires in different parts of the county, causing heavy losses in timber in many places.

Lumbering.—The firms were engaged shipping deal and other dimension timber to the various markets, and shipping ports throughout the Province.

Manufacturing.—The several industries throughout the district were in general fully employed.

Mining.—This industry was very active, the collieries working full time. Water shipments have started. The Drummond colliery has one steamer chartered for the St. Lawrence trade, this, added to the present land trade will no doubt make the district very busy during the shipping season.

Railway construction, and employment.—Large freights are being handled on the main lines. It is reported that there will be considerable railway construction work throughout different parts of the province in the near future.

CONDITION OF PARTICULAR TRADES.

All the skilled trades were actively employed. Unskilled labour was active and in demand.

HALIFAX, N.S., AND DISTRICT.

Mr. A. J. Smith, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The industrial situation has not changed much since last month. There has been an increase in the number of building permits issued as compared with last month, but not at all sufficient to cause marked activity in the building trades. Of the few big contracts in hand, work on the new Young Men's Christian Association building is being pushed forward. Work along the water front has fallen off, but this is somewhat balanced by the increased staff employed on city sewer-building and street-cleaning work. As to future prospects there are indications of improvement in several lines. The new Intercolonial Railway piers, it is understood, are to be commenced just as soon as the preliminaries are concluded. There are four piers to be concluded under the Dominion Government's supervision. Each of them is to be approximately 800 feet long and 250 feet wide, and built of cement. There is also to be a temporary shed, 650 feet long, to relieve accumulated freight, etc., while the piers are being constructed. Work on the contemplated Halifax and Eastern Railway will soon be started. The company having failed to begin the building of this road, the work has been taken over by the Dominion Government, which will complete the seventy miles from Halifax to

Guysborough as a branch of the Intercolonial Railway. It is understood that the $50,000 deposited with the Provincial Government by the Company will be refunded and the plans already prepared by the Company will be availed of, so as to expedite immediate operations.

The electrical workers of the city have received an increase of wages. Early in May the local union demanded 30 cents per hour after May 17. The old rate was 25 cents per hour, nine hours per day. After several conferences and various offers had been made and refused the men went out and a settlement was finally effected May 25, when the men returned to work. The new agreement is for 27 cents per hour, beginning at once, until July 1, when the rate originally requested, 30 cents per hour, will go into force. The union numbers about twenty-five, and the new weekly scale until July 1 will be $14.58; after that date $16.20. The new contract will be for two years.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Recent wholesale quotations are:

Flour: Royal Household and Rainbow, $6.15–$6.20; Ontario Blends, $5.10–$5.20.
Butter: creamery prints, 27 cents; creamery boxes 25–26 cents; creamery 30-lb. tubs 26 cents; dairy, ordinary, 19–21 cents; dairy, rolls, 21–22 cents; dairy, prints, 23–24 cents.
Cheese, new, 13½ cents; twins, new, 14 cents.
Eggs, fresh, 20–21 cents.
Beef, forequarter, 7–8½ cents; hindquarter, 8–10 cents.
Mutton, 7–9 cents.
Lamb, cold storage, 13 cents.
Veal, 6–7½ cents.
Ham, smoked, 15–17 cents; fresh, 16 cents.
Bacon, roll, 12 cents; side, 18 cents.
Poultry, turkey, 16–18 cents, per lb.; geese, 16 cents, per lb.; ducks, 17 cents, per lb.; fowl, 12½ –16 cents, per lb.
Potatoes, P.E.I., bag, $2.50; N.B., $2.50; turnips, 150-lb. bag, $2.00.

Fishing.—Local fishermen had but poor catches, dry salt cod was scarce; salmon (fresh) was retailing in local markets from 30 to 35 cents per pound.

Manufacturing and *mining* were about normal.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers, plasterers and plumbers were quiet. Painters and decorators were fairly busy. Gas and steam fitters, stone cutters and builders' labourers were dull. Electrical workers were fairly well employed. Boilermakers had average employment. Horseshoers, shipwrights and caulkers were quiet. Other lines were about normal. Printers, pressmen and bookbinders had a good month. Tailors showed an improvement over April, but business in the custom line was not as brisk as usual, owing to chilly weather. Butchers and meat cutters were busy. Miscellaneous employments had average activity. Railroad men had a fair month. Longshoremen had a falling off as compared with April. Street railway men were busy. Unskilled labour was more active than in the previous month.

AMHERST, N.S., AND DISTRICT.

Mr. A. D. Ross, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour in all lines has been well employed during the past month. Building operations were in full progress, giving employment to a large number of carpenters, bricklayers and stone masons. A new school, which will cost when completed over $40,000, has been begun, and many residences are in course of construction. The Canada Car Company's shops, which were visited by a disastrous fire in April, are to be rebuilt in cement reinforced by steel. The work has already been begun. The Rhodes-Curry Company promises to be more than unusually active. Contracts for over $200,000 have been closed this month, including the extension of the Intercolonial Railway offices in Moncton and a fertilizing plant in Sydney. Taken all round, the general condition of the labour market is more than favourable. There are of course a large number of car workers out of their usual employment, due to the fire referred to. All manufacturing plants were working at their full capacity. Wholesale and retail traders report business well up to the average.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy seeding. The season so far has been cold and backward, but exceedingly dry and well adapted for putting in crops. Farm produce has a good home market with the exception of hay, much of last year's crop has been carried over to this year.

Fishing.—The lobster season opened on April 20 but it was ten days later before lines could be run owing to the ice on the coast, and the catch this season, so far, has been below the average.

Lumbering.—Large shipments of lumber are now ready for the European market, but complaints are made that steamers are scarce and freight high, which of course means a reduction in the profits.

Manufacturing.—All manufacturing industries were busily employed. Pay rolls were larger than ever in their history.

Mining.—The Springhill strike has been settled. It lasted from August 10, 1909, to May, 27 1911. The men accepted a reduction of ten per cent. and waived the right of recognition. The Company promises to reinstate as rapidly as possible, and it is expected that all the men will be taken back to work within forty-five days. Nearly 1,000 men and boys will resume work shortly. Other mines were working steadily with a normal output.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were well employed. Carpenters and joiners were busily engaged. Lathers and plasterers were active, stone cutters busy, builders' labourers active. Iron moulders were well employed. Iron workers and helpers, coremakers and machinists were busy. Electrical workers were active, and boiler makers busy. Wood workers were active. Carriage and waggon makers were busy. Car builders were not so well employed. Pattern makers were active. Printers were well employed. Pressmen had steady work. Journeymen tailors were well employed. Garment workers and shoemakers were very busy. Bakers and confectioners were busy. Butchers and meat cutters were active. Trunk and bag makers, and unskilled labour were well employed.

CHARLOTTETOWN, P.E.I., AND DISTRICT.

Mr. F. J. Nash, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The general condition of the labour market during May was an improvement over that of April. The month found outdoor operations in full progress, with the activity common to the season of the year. The principal works under construction included the building of the Elmira Branch Railway, the Tracadie breakwater and several other public works. The announcement that about a quarter of a million dollars had been placed in the Dominion estimates for public works here, was heard with satisfaction by the labouring classes in this community. The letting of the contract for the new Zion Church and the preliminary work of preparing the ground for that structure, the starting of the construction of the new jail, were features in building circles during the month. There was a fair amount of shipping done and the wholesale and retail merchants report trade conditions normal.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The month was one of the busiest of the year for the farmer, and its closing finds tillage operations in full progress throughout the province. A long period of dry, cool weather, while not favourable for growth, enabled work to be done under favourable conditions, and no time was lost.

Fishing.—Lobster fishing, which is the main local industry, was prosecuted with the usual vigour. The catch on the north side was in excess of last year, but there was a falling off in other sections. The season on the south side from Cape Tormentine westward opened on the twenty-fifth.

Manufacturing.—The few factories were carried on under normal conditions.

Railroad construction and employment. Owing to the extremely dry weather, several stations caught fire and were burned. They will be rebuilt immediately.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers and plasterers, were active. Painters, paper hangers, and decorators were busy. Plumbers, gas and steam fitters, stone cutters and builders' labourers were active. Iron moulders, iron workers and helpers, machinists and engineers were busy. Steam engineers, electrical workers, linemen and sheet metal workers were active. Bicycle workers were busy. Woodworkers and upholsterers, carriage and waggon builders and patternmakers were active. Printers, pressmen and bookbinders, journeymen tailors, garment workers, boot and shoe workers, bakers, confectioners, butchers and tobacco workers, tanners and curriers, leather workers and saddlers were active. Barbers, delivery employés, clerks and stenographers were busy. Railroad conductors, locomotive engineer- and firemen, railroad telegraphers, trainmen, switchmen, trackmen, freight hand, lers, steamboat firemen and longshoremen were active. Teamsters and expressmen were busy. The supply for unskilled labour in its various branches was equal to the demand.

MONCTON, N.B., AND DISTRICT.

Mr. J. C. Graves, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Steady conditions, about up to the usual standard in volume and activity at this season, have prevailed in the various branches of labour, with the possible exception of the building trades and enterprises entailing the employment of unskilled labour, which have scarcely been up to the average. Immediate improvement in both these fields is looked for, particularly in the case of the latter, as contracts have already been let which will require a large amount of help. The City has let a $10,000 contract for permanent sidewalks and one for $5,000 for sewer extension, work upon which will commence at once. Debentures for extending and improving the water system to the amount of $230,000 have been issued, and contracts for supplying 20-inch Canadian pipe to the amount of $58,447 placed. The contract for the excavation of the main pipe line from the Coverdale gas wells to the city, a distance of nine miles, has also been let by the Moncton Tramways, Electricity and Gas Company. The pipe will be 9⅝ inches inside diameter and will cross the Petitcodiac River on the bridge abutments, work to begin at once. The contract for the ell to the General Office Buildings of the Intercolonial Railway here has been awarded to the Rhodes Curry Company of Amherst, to cost $100,000 and be ready for occupation March 31, 1912. The ell will be 139 by 57 feet, three stories and a basement. The assessor's warrant for 1911 calls for the assessment of the sum of $116,143 upon the ratepayers of the city. Customs returns for April show imports $36,648 and duty collected $5,633. Wholesale trade continued active and expansive and retail trade normal. Commencing with the first Saturday in May the Intercolonial Railway shopmen enjoyed the afternoon holdiay to be continued through the summer. The dentists of the city also announced the closing of their offices on Saturday afternoons. A committee of the Trades and Labour Council of Moncton has been appointed to confer with a similar committee of the St. John Trades and Labour Council in reference to the formation of a Provincial Federation of Labour for New Brunswick. No increase in rates of wages was noted and there was no evidence of unrest in the labour market.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been very active throughout the month, and farm help has been in good demand. Owing to continued fine weather seeding operations are well advanced. On account of the scarcity of rain the grass is looking

poor, and forest fires have been very common and considerable damage done. These conditions have been relieved by showers during the last week and the outlook now is favourable. Cheese and butter factories are in active operation.

Lumbering.—The season has proved a bad one for lumber driving and throughout Kings and Albert Counties several small drives have been hung up, while upon the large rivers of the Province many millions are stranded. Upon the Restigouche River 35,000,000 feet, upon the Miramichi River 20,000,000 feet, and upon the Tobique River 7,000,000 feet are the estimates of drives abandoned.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were quiet and the demand small. Carpenters were fairly busy, but the demand was limited. Painters, decorators and paper hangers were active, and the demand was good for experienced men. Plumbers were quiet, also stone cutters. Builders' labourers were quiet, demand being small. Conditions of the various artisans of the metal trades have been steady, the men being busy and in fair demand. Woodworkers were active, upholsterers busy, car builders active, coopers and shingle weavers busy. Printers, press men and bookbinders were very active. Journeymen tailors, garment workers and milliners were active. Bakers and butchers were busy. Tanners and leather workers were quiet. Barbers were active. Clerks and stenographers were steady with the demand limited. Theatre employés were active and laundry workers busy. Railway operating crews were busy and in good demand. Carters, teamsters and expressmen were busy. The demand for unskilled labour was limited, supply being considerably in excess, but conditions were expected to improve at an early date when work upon the various contracts let requiring this grade of labour are under way.

DISTRICT NOTES.

Hillsboro.—Work upon a new Baptist Church to replace the one destroyed by fire last summer was commenced, the contract price being $16,000.

Sackville.—Excavation work for the foundation of a new wharf was begun and about fifteen men employed. The wharf will be 350 by 40 feet. The Sackville Concrete Company, Limited, has let a contract for the erection of buildings to house plant and machinery. Operations in the Firestone quarry have also commenced and shipments were made. Considerable building is being done and much more projected.

ST. JOHN, N.B., AND DISTRICT.

Mr. W. H. Coates, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

There was an improvement in the labour market during the month of May, the building trades being active. The work of excavating for the new Armoury has been commenced, giving employment to a large number of labourers and teams. The Crosby Molasses Company has commenced work on the warehouse to be erected on the Marsh Road. The building will be 400 x 100 feet. On May 12, Mr. Justice McLeod made an order winding up the A. E. Hamilton Company, Limited, woodworkers and contractors. The estimated value of the property is $38,000, and the liabilities about $28,000. The winter service commenced November 27, 1910, and ended May 10, 1911. One hundred and thirty-five steamers arrived at St. John during the season, of which 112 loaded outward cargoes, made up of Canadian goods valued at $15,322,437, and foreign goods valued at $8,346,636, making a total of $23,669,073.

Bank clearings for the five weeks ending May 25 were $8,352,480, and for the corresponding period last year $7,248,645, being $1,103,835 greater in 1911 than in 1910. The transactions at the Savings Bank for the month of April were: deposits, $68,674.13; withdrawals, $103,387.90. The Carpenters and Joiners' Union, with a membership of 150, inaugurated a $3 a day rate on May 1, and in consequence about twenty-five men went on strike on that

date. Eleven contractors conceded the advance on that day, and the others have done so since. The Hodcarriers and Builders' Labourers advanced their rate to $2 per day on May 1, and a majority of the contractors conceded the demand. About sixteen members went on strike. On May 13, ten men under Foreman Gallagher, who were engaged constructing culverts preparatory to laying the double track on the Intercolonial Railway Company near the One Mile House, struck for higher wages. The men were receiving $1.75 a day and demanded $2. Their demands have not as yet been acceded to. On May 16, fifteen brass moulders and coremakers of T. McAvity & Sons went out on strike for an extra dollar a week. After a few days the men returned to work with the understanding that their grievance would be taken into consideration.

CONDITION OF LOCAL INDUSTRIES.

Lumbering.—Owing to the scarcity of rain, all the streams and rivers are at low ebb, and several lumber drives will be hung up unless a heavy rain sets in.

Railway construction and employment. The Caraquet Railway Company and Gulf Shore Railway Company have been amalgamated, and are now known as the Caraquet and Gulf Shore Railway Company. The culverts along the Intercolonial Railway between St. John and Coldbrook are being widened and strengthened preparatory to the work of completing the double track system. The Canadian Pacific Railway Company has acquired a valuable gravel pit at South Bay, the price paid being in the vicinity of $5,000. The property contains fifty acres, fronting on the railway line west of South Bay station and on the northern side of the track. Work is progressing on the removal of the buildings on Mill street recently purchased by the Canadian Pacific Railway Company, and the gravel from this pit will be used in filling in the old mill pond and ballasting the tracks.

CONDITION OF PARTICULAR TRADES.

All the building trades were active. Iron moulders, iron workers and helpers, machinists and engineers, steam engineers were active. Electrical workers, linemen and brass workers were busy. Blacksmiths and boilermakers were active. Sheet metal workers were busy. Horseshoers were active. Woodworkers were busy. Shingle weavers were active. Printers, pressmen, bookbinders, journeymen tailors, bakers and confectioners were busy. Cigar makers were active. Brush and broom makers were very busy. Railroad conductors, locomotive engineers and firemen, railroad telegraphers, trainmen, switchmen, trackmen, freight handlers, steamboat men and firemen, were busy. Ship labourers were dull. Street railway employés and teamsters were very busy. Unskilled labour was active.

DISTRICT NOTES.

Andover.—A barn belonging to J. M. Stevens was destroyed by fire on April 26. The loss is estimated at $4,000. Insurance, $2,200: $400 on farm implements, $300 on hay, and $1,500 on the barn.

Fairville.—A new post office is to be built. It will be two stories high, and will be of brick and stone, and will cost about $20,000.

NEWCASTLE, N.S., AND DISTRICT.

Mr. James Falconer, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The labour market has been remarkably dull for the month of April, there being very little work for either mechanics or labourers. The spring has been cold and dry, adding to the scarcity of work. There has been no rain since fall and the weather being cold the snow went away very slowly. Many of the lumber drives will not be got out and the saw mills will be idle most of the summer, which will be a loss to the labouring class. There is a rush just now on repairs, but little new work at present. The Presbyterian Congregation is to erect a Sunday School which will cost between $6,000 and $7,000.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers were busy getting in their crops. There will be about the same percentage of oats sown as last year, but not quite as much wheat. There will not be quite as many potatoes planted this year as usual, as potatoes are very scarce and are selling at $3 per barrel.

Fishing.—There is no activity yet. The run of shad generally begins about May 24.

Lumbering.—The spring has been very unfavourable for getting out the logs. Some of the drives are left over for the present. If heavy rains come soon they may get them out, but it is expensive work.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were not very busy. Carpenters and joiners were at work but mostly on repairs. Painters and decorators were busy as usual in spring. Plumbers were also busy as there is much more of that work done now than there was a few years ago. Carriage makers had more than the usual amount of work, both in repairs and on new work. Carriage blacksmiths were scarce and wages high.

QUEBEC, QUE., AND DISTRICT.,

Messrs. E. Little and *P. J. Jobin, correspondents*, reported as follows:—

GENERAL CONDITION OF LABOUR.

The month of May showed a marked improvement as compared with the preceding month, and the demand for labour was heavy. The Plumbers, Roofers and Tinsmiths' National Union went on strike May 1, for an increase of five cents an hour. The matter was settled through the Conciliation Committee of the National Trades and Labour Council, the men accepting an increase of ten cents per day, and returning to work on the 15th. The strike, however, did not seriously affect the building trades. About 7,000 immigrants landed in Quebec during the three days from May 13 to May 15, almost all destined for the Prairie Provinces. The Broad and Narrow Axemen and Broomsmen of Sillery, Quebec County, numbering 140, received an increase of wages of 40 cents per day from May 1. There was no change in the hours of labour. One of the caissons built by M. P. & J. T. Davis at Sillery Cove during the past winter for the Quebec Bridge, was successfully lanuched on the 29. Another caisson now under construction will be launched early in June. There is considerable activity about the Quebec Bridge, where the work in general is progressing very favourably. The steamer *Saint-Irénée*, of the Richelieu & Ontario Navigation Company's line, arrived in port May 2 with passengers and cargo, being the first passenger steamer to arrive from Montreal this season. The *Quebec*, of the same line, arrived here on April 15 last year.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busily engaged in sowing their crops, the weather being favourable.

Lumbering.—The lack of rain during the month has caused some delays in getting the lumber drives down the rivers, on account of the water not being nearly as high as usual.

Railway construction.—The spur line opened last fall from Maple Avenue to Sillery Parish, by the Quebec County Railway, is being ballasted and finished up. The contractor for the spur line from Beauport to Kent House is making rapid progress with the work, having from 350 to 400 men at work between Beauport and Montmorency. The line will be about three and a half miles long.

CONDITION OF PARTICULAR TRADES.

The building trades were busy with the exception of plumbers and steam and gas fitters, who were quiet. The metal and engineering trades were busy, and the printing and allied trades active. Journeymen tailors and garment workers were busy. Glove makers and boot and shoe workers were quiet. Bakers and confectioners, butchers and meat

cutters were quiet. Ice cutters and drivers were busy. Cigar makers and tobacco workers had a quiet month. Tanners and curriers were dull. Leather workers, saddlers and trunk and bag makers were quiet. The miscellaneous trades were active, with the exception of hotel, restaurant and theatre employés, who were quiet. Railroad and steamboat men were busy, as well as street railway employés. Ship labourers and longshoremen were quiet. Cab drivers, hackmen, carters and draymen were quiet, while teamsters and expressmen were busy. The supply of unskilled labour was equal to the demand.

SHERBROOKE, QUE., AND DISTRICT

Mr. H. Logie, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour, skilled and unskilled, was well employed during the month of May. The open weather allowed work to be proceeded with on the various buildings that are being erected, and also on the extension of the street railway system. As many as 150 men were employed on the last mentioned work. In addition to this the city water works department had a large force of men employed in connection with the new reservoir. The supply of unskilled labour has not been equal to the demand. While all outside trades were very busy, the various machine shops, factories and other industries have been fully employed, and all have been running full time with orders ahead to keep this condition of affairs going for some time. The E. & T. Fairbanks Company has in the course of erection a large addition to the premises it erected two or three years ago. When this is completed employment will be given to a large number of extra help. There was considerable activity in transportation, both as regards freight and passenger returns. Wholesalers report business good, while retail merchants say business was very good for May. The Protestant School Commissioners have awarded the contract for a new school in the South ward, as the present accommodation is inadequate. This work will cost about $10,000. The City Council also decided to build a new fire station in the East ward.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farm work was well advanced during May. Many complaints were heard as to the scarcity of labour.

Lumbering. — Lumbering operations were over, but many men were employed in getting the log drives down the various rivers.

Manufacturing.—Manufacturing concerns were busy.

Mining.—Mining operations started up to full capacity during the month.

Railway construction and employment.—Street railway construction was busy.

Other industries.—All other industries reported a good month.

CONDITION OF PARTICULAR TRADES.

All branches of the building trades were busy, and the work now under contract will mean a busy season. Machine shops and iron workers, electrical workers and linemen were busy. The woodworking trades were active. The printing and allied trades were busy. Journeymen tailors and garment workers were active. Bakers, confectioners, ice cutters and drivers were busy, while butchers were active. All the miscellaneous trades were busy. Railway employés were active, while street railway employés were busy. Unskilled labour was busy.

THREE RIVERS, QUE., AND DISTRICT.

Mr. Joseph J. Ryan, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour conditions generally were active during May. Factories, foundries and building trades were very busy and the season gives promise of greater activity

than in several years. The Wyagamack Pulp & Paper Company is rushing the construction of the several buildings for its new pulp and paper mills on Baptist's Island. The contractors have also resumed work on the City boulevard and expect to have it done, together with the approaches, &c., before July 1. The harbour has been exceptionally active this May with ocean steamers coming in with full cargoes of sulphur, pig iron, &c., and going out with lumber cargoes. Several steamers came in also with bituminous coal. There were no changes in rates of wages or hours of labour and the best of understanding prevailed between employers and employés.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The end of May found seeding and planting completed throughout the district, the weather having been exceptionally fine the whole month.

Fishing.—There was little fishing done in this section during the month, although there were a few good catches of shad.

Lumbering.—Lumber firms were active stretching their booms in the river St. Maurice to hold their logs, and they have been preparing all machinery in their mills expecting to begin sawing early in June.

Manufacturing.—All manufacturing industries were actively employed, every plant in town working to its full capacity.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers and plasterers, and all others in the building trades were fairly active. Iron moulders, iron workers and helpers were active. Coremakers, machinists, and engineers were busy. Electrical workers and linemen were very active. Blacksmiths, bicycle workers and horseshoers were very well employed. Woodworkers, upholsterers, varnishers and polishers, carriage and waggon makers and pattern makers were very active. Printers, pressmen and bookbinders were busy. Journeymen tailors, garment workers, glove makers and boot and shoe workers report a good month. Bakers and confectioners, butchers and meat cutters, ice drivers, cigar makers and tobacco workers were all busy. Tanners and curriers were rather quiet, but leather workers were active. Barbers, clerks, stenographers, delivery employés, furriers, hotel, restaurant and theatre employés and laundry workers were busy. All transportation companies were exceptionally busy. Cab drivers, hackmen, carters, teamsters and expressmen were well employed. There was a good demand for unskilled labour and the supply was about equal to the demand.

DISTRICT NOTES.

Business has been good in May throughout the district. Grand'mère is getting new factories, and Shawinigan Falls also, and all the old plants are running full time.

ST. HYACINTHE, QUE., AND DISTRICT.

Mr. Victor Phaneuf, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The condition of the labour market during May was fair, especially for outdoor trades. Building was more active than during the preceding month, but the month was not more active than the corresponding one last year. There is enough supply to meet the demand. Sash and door factories were active, there being orders numerous enough to keep their whole staffs at work. Boot and shoe factories had a quiet month, as well as the leather industry. The Penman Manufacturing Company had a good month, having to employ night and day shifts in several departments. The iron industry was also well employed. The other industries had a good month. Good progress was made on the improvements being made at the Ames, Holden, McCready Company's plant. O. Chalifoux & Son have started work on their new factory. The Girouard street convent is to be considerably enlarged. Louis Côté & Frère have sold their flour

mill and the water power connected with the same, for $50,000. Plans are ready for a large granite building, costing $90,000, which will be used as a Normal School for girls. The Board of Trade has taken up the question of the abolition of toll gates within the city limits and promises to bring a favourable solution of the problem. The Board also wants the Petit Rang road macadamized and asks for assistance from the City Council. There was much activity in the retail trade since the middle of the month; wholesale business was also active. Banks had a good month with collections easy. There was no change in rates of wages or hours of labour, and relations between employers and employés were cordial.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Favourable weather conditions gave the farmers all the time they needed for seeding. Hay is looking very well and a crop above the average, both in quantity and quality, is expected. Farm products sold well and at good prices. Dairy products were in good demand. Employment on the farm was active and good prices were paid for farm labourers, but the supply was equal to the demand.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners, lathers and plasterers, painters and decorators had a good month. Plumbers, steamfitters, stone cutters and builders' labourers were very busy. Iron moulders, iron workers and helpers, machinists, engineers, electrical workers, blacksmiths, boilermakers and horseshoers had a good month. Woodworkers, upholsterers, polishers and varnishers, wood carvers, carriage and wagon makers and pattern makers were active. The printing trades were well employed. Journeymen tailors and garment workers were busy. Boot and shoe workers had a quiet month. Bakers and confectioners, butchers and meat cutters, ice cutters and handlers had steady employment. Tanners and curriers and leather workers were quiet. Barbers, clerks, delivery employés and hotel, restaurant and laundry employés had a good month. Railway conductors, engineers, firemen and telegraphers, trainmen, switchmen, maintenance-of-way men and freight handlers were active. Cab drivers hackmen, draymen, teamsters and expressmen were well employed. Unskilled labour had a good month, nobody was idle, but the supply meets the demand.

ST. JOHNS AND IBERVILLE, QUE., AND DISTRICT.

Mr. A. D. Pepin, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The outdoor labour market was very active, at somewhat increased wages. The City Corporation is doing considerable macadamizing, and is building cement sidewalks on new streets. The dredging of the Richelieu river is about suspended for the summer, only one dredge being left to take care of the wharves. Carpenters and joiners were in good demand and their wages were increased. Navigation showed very little activity since the opening, owing, it is said, to the repair work being done on the Whitehall canal, which may delay the opening of that canal as late as June 15. Business wholesale and retail, was very active. Banks reported business satisfactory.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have made good progress in their work. Weather conditions were favourable. Seeding operations were completed. Farm help was in demand. Farmers have been paying from $150 to $175 for six months, and as much as $2 a day with board.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, lathers, plasterers, painters, decorators, plumbers, steamfitters, stone cutters and builders' labourers were all well employed. Iron moulders, iron workers and helpers, coremakers, machinists and engineers, electrical workers

and linemen and blacksmiths had a good month. Shipbuilders, ship carpenters and caulkers were quiet. Tinsmiths, tool sharpeners, horse-shoers and jewellers were active. Woodworkers, upholsterers, varnishers and polishers, wood carvers, carriage and waggon makers, car builders, pattern makers and gilders were well employed. The printing, clothing, food and tobacco preparation, leather, miscellaneous and transport trades were active. Unskilled labour was very active.

SOREL, QUE., AND DISTRICT.

Mr. J. A. Chênevert, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Trade in general was active, except for carpenters, who had little work, owing to the fact that there are no new buildings under way and only a little repair work to do. In the Government shops and shipyards the same number of men were employed as in the previous month, between 800 and 900; this condition will last all summer. Dry goods merchants, grocers and provisions dealers were satisfied with the month's business. The prospect for the summer were good except in the building trades. There will be very little building operations, here, as the population instead of increasing is decreasing, a number of families moving to larger centres where wages are higher.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have about completed seeding. Pastures are good and there is an abundant supply of milk, so that much cheese and butter has already been made. Hay has a fine appearance, as well as vegetables. The price of farm products has come down somewhat. Eggs sell for 20 cents instead of 25 cents. Fresh butter is 23 to 25 cents per pound, instead of from 27 to 30 cents. The price of meat has also come down 2 or 3 cents per pound.

Manufacturing.—Manufactures were in full operation and had orders for several months in advance.

CONDITION OF PARTICULAR TRADES.

Painters, decorators and paperhangers were very busy. Moulders, iron and cement workers, electrical workers, plumbers, blacksmiths and boiler makers had steady employment. Journeymen tailors, confectioners, butchers, ice handlers and barbers were busy. All branches of railway and steamboat men were very active. Brass workers, jewellers and silversmiths had a good month.

MAISONNEUVE, QUE., AND DISTRICT.

Mr. J. F. Girard, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Compared with the preceding month, May was much more active, and although the supply of labour amply covered the demand, the month may be considered a busy one in most trades. The present year promises to be exceptionally active in the building trades. Certain trades, such as barbers, bakers, cooks, clerks, garment makers, carters and painters, were in demand. There has been no increase in wages in any class, except among street railway employés, whose rates were increased one cent per hour, starting on July 1. There were no signs of unrest in any of the industries.

CONDITION OF PARTICULAR TRADES.

Painters, carpenters and joiners were very active. Bricklayers and masons were active, lathers quiet and plasterers fair. Plumbers, steam and gas fitters, stone cutters and builders' labourers were active. Stove mounters and horseshoers were in demand; the other metal trades had a good month. Upholsterers and carriage and waggon makers were in demand; car builders were active. All the printing trades were active, with pressmen in demand. Journey-

men tailors, garment makers and bakers were in demand. Butchers, meat cutters, cigarmakers and tobacco workers and leather workers were active. Barbers were in good demand, as well as clerks and delivery employés. The transport trades were all very active. Unskilled labour was rather quiet, but the opening of municipal work will make this class busy.

MONTREAL, QUE., AND DISTRICT.

Mr. G. Audet, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Montreal was very active during May as far as building operations and all branches of trades and business were concerned. Carpenters were in great demand, particularly good finishers. Very large works are at present under way, such as the Canadian Pacific Railway Company's Windsor station, which will cost over three million dollars when finished; excavations for the Canadian Pacific Railway Company's office building, and the Dominion Express Company's offices. Within a few days work will be started on the new central Post Office building and the Sulpicians' Library and over 100 apartment and other buildings, costing from $40,000 to $150,000 have been commenced since the first of May. Bricklayers reported a good month although brick was scarce in the early part of the month, and painters, plumbers steam and gas fitters, plasterers and iron frame builders were very active. Steamboat men, such as engineers and firemen, deckhands, and longshoremen have started work after a long period of idleness. Business, wholesale and retail, was very active. The income of the Montreal Post Office for April was $100,275.41, or $8,230.78 more than for the corresponding month of 1910.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Work was started in that line, and labour was getting scarce.

Manufacturing.—All manufacturing establishments were active, especially sash and door factories.

Railway construction. — Considerable repair work was being done on both the Canadian Pacific and the Grand Trunk Railway Companies' lines.

CONDITION OF PARTICULAR TRADES.

All the skilled trades were active, as well as unskilled labour.

HULL, QUE., AND DISTRICT.

Mr. E. E. Cinq-Mars, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Active conditions in all branches of industry continued throughout the month of May, with plenty of employment, especially for skilled labour. The building trade was very brisk. The lumber mills all started, and operated without interruption from high water. The City will start considerable work as soon as its debentures are negotiated. It will be hard to get labourers to do the work, as there are but very few now available in the city and district for other general work, and they demand $1.75 per day. The demand for employés in the various mills, in the city and district, exceeds the supply. The scarcity of labourers is caused by the departure of some local men who have chosen to go farming in Western Canada. General tradesmen have gone to Winnipeg and other western cities where the wages are better and work permanent. There was much activity in the shipping business, especially on the Ottawa river. The Ottawa Forwarding Company has increased its fleet by some half a dozen barges. The mica industry is creeping up, but slowly. No changes were reported in wages. The same scales prevail in the lumber mills.

Recent rains have done much good to the farmers. A good crop of hay, oats, and vegetables is anticipated.

OTTAWA, ONT., AND DISTRICT.

Mr. W. Gilchrist, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The demand for skilled and common labour was very active during May. The saw mills ran without interruption from floods. Building was brisk, both on the interior finishing of large structures and the starting of new houses, the latter giving much employment to common labour. The civic corporation has nearly 1,000 men employed on sewers, sidewalks, streets, &c., the wages for unskilled men being $1.98 per day. A "shopping week" held in Ottawa during the first week of May stimulated trade among the merchants. Otherwise business was normal, but showed a little improvement on the previous month. The bank clearings of April amounted to $16,603,756 or a million less than the corresponding month of 1910. The bank clearings for the first four weeks of May totaled $16,143,730, compared with $15,482,713 for the corresponding weeks of May last year. The building permits of April, 1911, amounted to $221,875, compared with $340,675 in April, 1910. One of the May permits provides for a $50,000 building to be used as the second exchange office of the Bell Telephone Company. The international unions appointed an organizer to work among trades who are not up to the desired standard in organization, with the result that many of the unions have become stronger. A new organization, the Lathers' Union No. 60, was formed, with a membership of fifty.

A strike of half a day's duration was the only labour trouble during the month. Some 225 building labourers made a demand on May 13 for an increase in wages from 25 to 28 cents per hour. Most of the large contractors were affected. Hod carriers and mortar men will be paid the higher wage, while concrete men and excavators remain at 25 cents an hour. Owing to the shortening of the working day by one hour the weekly income of the men who received increases will not be materially affected. J. R. Booth signed an agreement on May 26 with representatives of the papermakers' union agreeing to three eight-hour shifts in his paper mill, instead of two shifts, one of eleven hours and one of thirteen hours. As a result, the staff affected will be increased by fifty per cent. The wages for the shorter hours will be the same as regularly paid for these hours. The men will not be reduced in pay unless where extra allowances had been made for long hours. About fifty men are affected at the beginning, and it is understood the short hours will have a wider application later. The men have undertaken to show that it will be more profitable to the employer to operate under the new conditions. The plant will work seven hours a week longer.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Heavy rains in the latter part of May were a boon to farmers. Crops did not progress well during the first half of the month on account of the drought. Garden produce was offered in abundance on the local market, at these prices per bunch: Rhubarb, 25 cents per dozen; Lettuce, 25 cents per dozen; Green onions, 25 cents per two dozen. Potatoes are quoted by the load at $1.10 per bag. Veal became more plentiful and sold at 5 cents for fronts and 8 cents for hinds. Pork is steady at $8.50 to $9.50. Cheese factories opened at the usual time. The first sale of the season in Ottawa brought 11 3-16 per pound, which is high enough to insure a continuance of current retail prices. Butter is very plentiful, farmers trading it with country merchants at 18 cents per pound in pail lots. In the same way eggs sell at 16 cents per dozen.

Manufacturing.—Spring floods destroyed a coffer dam on the Upper Ottawa, but the lumber and paper industries escaped any serious interference from high water. Mills are running under normal conditions, with prospects of a regular supply of logs.

CONDITION OF PARTICULAR TRADES.

A brisk demand prevailed for bricklayers, stonemasons, carpenters, plumbers and builders' labourers, in fact it is

stated no men were idle in any of the building trades. As bricklayers and stonemasons and their helpers are working an hour a day less than last year some contractors have made additions to their crews. The interior work on the Grand Trunk Railway hotel and station is giving work to many lathers, in addition to the demand for lathers and plasterers on smaller buildings. Stove mounters and furnace builders were busy. Sheet metal workers were in demand. Electrical workers were fairly well occupied. Two severe electrical storms necessitated much repairing. Woodworking trades, especially in sash and door factories, were busy. Printing and allied trades continued well employed. Coat makers were scarce. Butchers and ice drivers were doing brisk business. The leather trades were quiet. A new broom factory is giving work to many in that industry. Grocery clerks were in demand. Steamboat and railway employés were busy. Unskilled labour and domestic help were much in demand. Prospects are bright for the employment of many rock men, a contract having been let for a $200,000 sewer in the west end of the city.

KINGSTON, ONT., AND DISTRICT.

Mr. William Kelly, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

With the exception of the building trades, activity was the dominant characteristic of all branches of labour in Kingston during the month of May. A difference as to jurisdiction created a schism between the stone-cutters and masons. This, coupled with a demand for an increase of wages made by the masons' helpers, had the effect of completely paralyzing the building operations in Kingston and district. Notwithstanding some efforts at conciliation, the difficulty which began on the first of the month, was still in existence at time of writing. In the meantime, public and private work is seriously impeded, and many mechanics have left, and are leaving for other places. Apart from this regrettable state of affairs, the opportunities for employment were abundant. For instance, a number of Englishmen coming here from India by way of England, arriving on the early morning train, were all enabled to secure employment before noon; some of them were at work within two hours of their arrival.

In the supplementary estimates tabled by the Dominion Government on May 8 the following items appeared for Kingston and district: Athens, public building, $10,000; Eganville, public building, $2,000; Kemptville, public library, $5,000; Kingston, Customs house repairs, $2,000; Royal Military College, dormitory accommodation, $45,000; Brighton, wharf, $12,000; Brockville, extension of Tunnel Bay dock, $15,000; Kingston, harbour improvements, $50,000. Already a joint committee of the City Council and Board of Trade are making preparations for extensive improvements to the Kingston harbour. A by-law is also being prepared for the purchase by the municipality of the old Cataracqui bridge, which it is proposed to replace by a modern structure suitable to present and future requirements. The regular vote for the Royal Military College, $135,000, is $8,000 more than that of a year ago. This increase is due to an expected increase of cadets in attendance, the establishment of a riding school, &c.

The Kingston Shipbuilding Company has been awarded the contract for the building of the new government steamer *Dollard.* It is understood that the contract price is in the neighbourhood of $160,000. Great activity prevails at this dock, and in the other ship-yards here.

The new wing to the Orphans' Home was completed and opened to the public by His Worship the Mayor, during the month.

Toward the end of the month a meeting of the stockholders of the Canadian Locomotive works was held to consider an offer made by an English company to purchase the works. As a result, it is likely that the capacity of the works, which are to remain here, will be very largely increased.

There were no definite changes in the rates of wages or hours of labour reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers throughout this district were delighted over the conditions under which they were able to perform their work during the month, and at the rapid growth already attained along all lines. Prospects for a good crop are excellent.

Fishing was active during the month, with good catches reported.

Lumbering and *manufacturing* were also active.

The feldspar and other *mines* in this district reported an active month, with a great demand for their output.

Railway construction and improvement was very active.

CONDITION OF PARTICULAR TRADES.

With the probable exception of painters, the various building trades reported a quiet month, as the result of the difficulties already mentioned. Manufacturers, woodworkers, &c., reported an active month. Printers, clothiers, bakers, butchers, ice cutters and drivers, cigar makers, tanners, barbers, broom-makers, delivery employés, furriers, hotel, restaurant, laundry, theatre employés, unskilled labour and all branches of the transport business reported an active month.

PETERBOROUGH, ONT., AND DISTRICT.

Mr. J. Arthur Sharp, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The condition of labour during May has been active, showing a marked improvement over April, also over the same period last year. The advent of settled weather gave an impetus to all outdoor enterprises, furnishing work for a large number of the various classes. Building was very active, and there is every indication of it continuing. Employment of skilled and unskilled labour was more general than has been for some time. Some of the employers complain that many of their skilled mechanics are leaving for the West; their places are being filled by new arrivals from Great Britain. The Campbell Milling Company of West Toronto has purchased the Central Milling Company mills, These mills have been in liquidation for some time. There will be no change in the staff, and the mills will be run to their fullest capacity. The Model Foundry & Pump Works were opened on May 1. They will manufacture all kinds of pumps and gasoline engines. At the first meeting of the local cheese board for this season, 1,255 boxes of cheese were boarded and all sold for 10 5-8 cents. The Grand Trunk Railway trackmen have received an increase in wages of 10 cents per day, from May 1; and the pattern makers have been successful in getting an increase in wages.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The weather has been most favourable for the growing crops. There is still a large demand for good farm hands.

Lumbering.—The saw mills have commenced their season's cutting some two weeks earlier than usual. There is plenty of water and the drives are now on their way.

Manufacturing.—The manufacturers in all lines were very busy, some of them working overtime.

CONDITION OF PARTICULAR TRADES.

The building trades were very busy, plumbers especially being in demand. Iron moulders and core makers had a good month. Machinists and engineers were active. Electrical workers were very busy. Linemen were in demand. Metal polishers, buffers and brass workers were active. Woodworkers were busy. Printers, pressmen, electrotypers and bookbinders had a busy month. Journeymen tailors and garment workers were very busy. Bakers and confectioners, butchers and meat cutters, and ice cutter sand drivers were active. Cigar makers were quiet. Leather workers were busy. Barbers were well employed. Railway and street railway employés were active. Carters and expressmen were very busy. Unskilled labour was in good demand.

TORONTO, ONT., AND DISTRICT.

Mr. Phillips Thompson, correspondent. reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour was generally well employed during the month. Some unrest was caused by strikes and labour disputes, but owing to prevalent activity the effects were not as seriously felt as would sometimes have been the case. In addition to the continuous influx of immigration from Britain, there have latterly been numerous arrivals of skilled mechanics from the United States, owing to the stagnation which prevails there, especially in the iron trade. Building permits to the number of 912 were issued in April, representing an approximate value of $3,272,818, as compared with 950 permits representing $2,522,058 in April, 1910. The total number of permits issued during the four months ending with April of the current year was 1,802, representing an approximate value of $6,911,758, as against 1,460 permits, representing a value of $5,647,748, for the corresponding period of 1910.

The Dominion Railway Commission has ordered the construction of an overhead bridge at the Sunnyside crossing of the Grand Trunk Railway tracks on the Lake Shore road, in place of the subway decided on by the City Council. The cost, including land damages, will amount to about $417,000. The expenditure on the bridge itself is estimated at about $175,000. The bridge will have an approach of about 1,500 feet, and will be 80 feet long and 66 feet wide.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were very busy, the weather during the month having generally been favourable, and vegetation well advanced. The crops were, as a rule, looking well, with the exception of fall wheat, which in some localities has been a failure, a large area having been plowed up and resown. Pasturage is in good condition, with every prospect of a large hay crop.

Manufacturing.—In most lines of manufacturing, trade was good, but the iron and steel industry was rather quiet, there being few large contracts on hand. The Massey-Harris Company proposes to enlarge its plant on King street east considerably and to increase its staff by from 500 to 700 men. The Company is asking permission from the City to build two additional overhead bridges across Strachan avenue, and to construct three tunnels underneath King street to enable it to carry out its plans. The Canada Foundry Company has been awarded contracts by the City for 3,000 feet of iron pipe with joints and intake mouth for the new waterworks intake, amounting to $73,000. The factory of the Gilbert Manufacturing Company on Duchess and Britain streets is approaching completion, and will, in a few weeks, begin the manufacture of copper and brass goods. The Toronto Carpet Company is erecting a five-story factory on Mowat avenue, at a cost of $90,000.

Railway construction.—Good progress is being made in the laying of new street car lines in the city. The Harbord street line has been completed, and service will shortly be commenced. The elevation of the Grand Trunk Railway line between Sunnyside and the Humber river is being rapidly proceeded with, employing a large number of men.

CONDITION OF PARTICULAR TRADES.

The building trades are busy and many new contracts are being given out. The Bridge & Structural Iron Workers' Union, whose members were largely engaged in the erection of structural steel frames for large buildings, went out on strike May 1, to the number of 250, the employers having refused to increase wages from 35 cents to 40 cents per hour. This interfered to a certain extent with the work of carpenters, bricklayers and others, by the stoppage of operations, but the latter had no trouble in finding jobs elsewhere. The strike is still on. A number of strike-breakers from Montreal have been taken on. The International Stone-Cutters' Union has signed a two-year's agreement with their em-

ployers under which they will receive wages of 50 cents per hour for the first year and 50½ cents for the second. The iron moulders and core makers, numbering about 150, went out on strike on May 4, demanding an increase of wages. A settlement was arrived at on the thirteenth, by which the scale of pay for moulders was advanced from $2.90 to $3.10 per day, and that for core makers from $2.65 to $3, and the men returned to work. Machinists had a fair month. Blacksmiths, boilermakers, sheet metal workers, electrical workers and brass workers had steady work. A strike of the linemen employed by the City's electrical department, which had been threatened for some time, was averted by an amicable settlement, under which the pay of first-class linemen was raised from 31 cents to 33⅓ cents per hour; second-class linemen from 28 cents to 30⅓ cents; and helpers from 25 cents to 27⅓ cents. The woodworking trades were active. Printers and bookbinders had a fair month. Custom tailors were busy. Garment workers, boot and shoe workers and hat and cap workers were steadily employed. Bakers, confectioners, butchers, brewery workers and cigar makers had a good month. Harness and leather workers were active. Hotel and restaurant employés, barbers and laundry workers were active, especially during the latter part of the month. Railway and street railway men, expressmen and teamsters were active, and sailors, engineers, longshoremen and others connected with navigation were generally well employed towards the close of the month. Unskilled labour was active.

NIAGARA FALLS, ONT., AND DISTRICT.

Mr. Hewlett Green, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Employment was good and prospects bright during May. Supply and demand in the labour market seemed to be well balanced. New local industrial concerns incorporated included the Ontario Electro-Chemical Company, capital $40,000, and the Central Lead Pipe Company, capital $100,000. Thirty acres of land were purchased to enlarge the driving park, and new stables to cost $6,000 will be erected. The contract was let for the new nurses' home at the general hospital, and for improvements to the building of the Niagara Falls Club. Many more dwellings were commenced. Good progress was made on the armoury. A planing mill was enlarged. Among tenders invited were those for the enlargement of a church and a school and the erection of a garage. Transportation was active, and commercial conditions satisfactory. Immigration officials were very active along the Niagara frontier, and many undesirable immigrants were refused admission to Canada. Enforcement of severe penalties for infractions of the law were found necessary in many cases.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers were busy seeding, and the earliest garden produce was marketed. Weather conditions were very favourable to the fruit crops, but too dry for hay and wheat. In Pelham township flowers will be grown on a large scale for city markets.

Manufacturing concerns of all sorts were busy. The Canadian Shredded Wheat Company commenced serving free dinners to its female employés, while the male employés get a meal for 10 cents.

Railway construction and employment.—Railways were busy. Freight traffic was good for the time of year and summer travel started early.

Other industries.—The Ontario Power Company had a large force of men engaged in completing the new section of its works and in restoring the park areas disturbed by the works of the past two years.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were the dullest of the building trades. Carpenters were generally well employed. Lathers, plasterers, painters and plumbers were busy. Stone cutters were more active than for some time past. Builders'

labourers were quiet. Employés of iron-working concerns were busy. Electrical workers were pretty well employed. Linemen were busy. Journeymen tailors were active, hat makers and haberdashery makers busy. Bakers and butchers were more active, shredded wheat workers busy. A new fruit and vegetable cannery of very large capacity will be erected at Ridgeville, and a plant at St. David's is being enlarged. Barbers were busy, office and salespeople more active, hotel, restaurant and laundry employés were commencing their busy season. Railway train- and yard-men of all classes were active. Steam navigation opened the season actively, but the outlook was said to be dull. Electric railway trainmen were busy, teamsters very busy. Unskilled labour was very well employed.

DISTRICT NOTES.

Port Colborne.—The rush of grain from the head of the lakes to tidewater at the opening of navigation soon proved the inadequacy of the storage capacity of the Government elevator here. Though the shipping concerns made efforts to relieve the congestion, some cargoes billed here had to be sent to other ports.

Welland.—Additional contracts were let and work went forward rapidly on new factory buildings. The Canadian Steel Foundries Company expects to increase its staff from 500 to 750, this summer. Dominion Metals, Limited, of Toronto, will build a smelter here. Work was started on the street railway, and contract was let for the new turbine and pump for the town waterworks.

ST. CATHARINES, ONT., AND DISTRICT.

Mr. James A. Wiley, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

General activity prevailed in all branches of industry, with rush conditions in the building trades. Although fifty building permits have been issued this year to date, which greatly exceeds records of other years, there is still a great demand for houses for working men, to rent at a reasonable rental. This class of houses is so much needed that the manufacturers held a meeting to devise means to relieve the situation. The Board of Trade has also taken up the question, as it is felt that the expansion of the manufacturing interests requiring more help will be handicapped unless they can house their help. The building trades are doing all they can to meet the demand, but find they cannot overtake the work with the present limited help. The Steel & Radiation Company, Limited, which has secured thirty-two acres of land from the City for a site, has absorbed the King Radiator Company, of Montreal, the Expanded Metal & Fireproofing Company, of Toronto, and the Dominion Radiator Company, and similar plants in the Maritime provinces, thus forming a merger of these industries. The Company contemplates concentrating several of its plants here. The capitalization of the consolidated companies is $5,000,000. The Garden City Paper Mills Company has been incorporated, with capitalization of $100,000, and will manufacture paper at the site of old town Lincoln Paper Mills in this city. Provisional directors have been elected. The Simcoe canning factory is building a large addition to its plant, costing $20,000. The public school board has adopted the following new schedule of salaries for the teachers employed.: Minimum salary to be $400 for those having two to four years' experience; over four years, $450, with an annual increase of $50 until $600 is reached for second-class, and $650 for first-class certificates. That maximum for first-class certificates be $700, for second-class certificates, $650, with an annual increase of $25 from the present maximum of $600 and $650. The additional salaries for mistresses remains as they are, $25 and $50.

The horseshoers of St. Catharines, Niagara Falls, Thorold, Merritton, Homer and St. David's formed an association, May 3, for mutual benefit, with headquarters in this city. Chas. Cassidy, president, George Brunet, secretary. The local is affiliated with the Master Horseshoers' Protective Association of Ontario.

The local plumbers received an increase in their scale of wages, May 2; the old scale was 30 cents per hour, improvers, 15 cents per hour; the new scale will be 35 cents per hour, improvers, 25 cents per hour. Twenty-five plumbers and six improvers are affected.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers and fruit growers are busy with the spring planting and other work.

Manufacturing.—All mills and factories were active to busy. Canning factories have begun the season's operations.

CONDITION OF PARTICULAR TRADES.

The building trades were rushed. The metal and engineering trades were active to busy. All lines of the woodworking and furnishing trades were active. The allied printing trades were all busy. Journeymen tailors and boot and shoe workers were busy. All trades engaged in the preparation of food and tobacco were active to busy. Tanners and curriers, leather workers and saddlers, trunk and bag makers were busy. Barbers, clerks, stenographers, delivery employés, furriers, hotel, and restaurant employés and laundry workers were active. All lines of transport were busy. Unskilled labour was active to busy.

DISTRICT NOTES.

Thorold.—The labour market was active. Conditions of employment were favourable.

Merritton.—All mills and factories were running full time. A new tissue paper mill will take the place of the present McLain lumber mill, operations to begin at once.

Port Dalhousie.—Labour was well employed for the month, being active to busy.

Vineland.—A new canning company to be known as the Pelham Canning Company, Limited, of Vineland, will be established, at a capitalization of $60,000.

HAMILTON, ONT., AND DISTRICT.

Mr. Wm. T. Cooper, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour conditions during May were for the most part satisfactory and compared favourably with the corresponding month last year, with the exception of the building trades, which were considerably hampered by strikes. Contracts for the various works in connection with the building of the new Carnegie Library have all been awarded to Hamilton firms, and work on the building will be started at once. The Standard Sanitary Manufacturing Company, of Pittsburg, has decided to erect a large three-story brick and concrete warehouse and office building on Jackson street, at a cost of $40,000. The Mills Hardware Company, of Barton street, has purchased a site on King street east, and will erect a costly retail store, 38 x 137 feet. Contracts have been awarded for the building of an Independent Order of Oddfellows' temple, on Gore street. Members of the First Congregational Church have decided to erect a new edifice on Main street, at a cost of $30,000. The Zimmerman Manufacturing Company will build a large addition to its factory. The extension will be 126 feet to the west of the present building, and will enable the Company to add about 120 more hands to its already large staff. The Tallman Brass Company will also extend its plant. Six stores and twelve apartments will be erected on King street, during the summer, at a cost of $35,000. The Canadian Westinghouse Company has taken out a permit for a $65,000 addition to its plant. The Oliver Plow Works Company has awarded contracts for two more large buildings: one, the paint building, 64 x 390 feet, three stories high, at a cost of $100,000; and an office building to cost $30,000. As soon as these buildings are up, two foundry buildings, an immense warehouse and a forge shop will be built. Customs collections for Hamilton during the month of April amounted to $180,305.70, an increase of $14,109.22 over the same

month last year. The City assessors have started out on the assessment for 1911, and it is expected that some large increases will be made throughout the city, in view of the advanced prices at which real estate has been sold during the past few months. Bank clearings for the four weeks ending May 6, 13, 20 and 27, as compared with those of the same weeks last year were:—

1911.	1910.
$2,901,193	$2,078,379
2,325,421	1,753,759
2,532,290	1,620,684
2,073,332	1,932,580

It is estimated that building permits to the value of four million dollars will be issued during the present year. Those issued for the month of May have exceeded half a million dollars, which is away ahead of the same month in any previous year. The National Machinery & Supply Company of this city has been incorporated; the capitalization is $60,000. The E. C. Atkins Saw Company has been authorized by supplementary license to increase the capital it may use in Ontario from $40,000 to $200,000. The Kenmore Park Company and the Goldmack Realty Company have been incorporated. The Homeside, Limited, a company which will carry on a land and building business, has been incorporated with a capital of $40,000. The prices on both hard and soft coal have dropped 25 cents per ton.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers in this locality are well pleased with the condition of the fall wheat, although spring grain would have been in better shape at present had there been more spring rains. Indications are that the season's yield will be heavy and of good quality. Fruit growers in the district are well pleased with the crop prospects. All kinds of tree crops and berry crops have blossomed well. Spraying has been very general this year, and large yields are expected. The Wentworth Fruit Growers' Association has been incorporated under a Provincial charter, with a share capital, for the handling, marketing and preserving of fruit.

Manufacturing.—Local factories have been well employed during the month. Orders for seasonable goods have been coming in fast enough to keep all the factories working full time, and some departments have been working overtime at the Deering Harvester Company's plant. The Oliver Chilled Plow Company made its first shipment of Hamilton-made plows during the month. The new Company has a large army of men at work and has orders ahead for hundreds of carloads of plows, from the West.

Railway construction.—The Canadian Pacific Railway Company is hurrying along the work of building the Hamilton and Guelph Junction line. The construction work will be commenced at the Guelph Junction end and will be rushed along as quickly as possible. The Toronto, Hamilton & Buffalo Railway Company is extending a spur line into the Westinghouse Company's yards.

Navigation.—Navigation around Hamilton is now in full swing and indications are for a very busy season. The passenger and freight lines are for the most part, running as per schedule and with full loads.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, lathers and plasterers have been held back to a considerable extent during the month, owing to the carpenters' and structural iron workers' strikes. Plumbers and steamfitters have received an increase in wages from 35 cents to 40 cents per hour. Iron moulders have decided to ask their employers for a nine hour day. Electrical workers have received an increase in wages from 30 cents to 35 cents per hour. Blacksmiths and horseshoers have been well employed. Carriage and waggon makers have had a busy month. Pattern makers found trade fair. Printers, pressmen and bookbinders have had steady employment. Journeymen tailors, garment workers and boot and shoe workers found trade brisk. Bakers, confectioners and tobacco workers were well employed. Barbers and broom makers had plenty of work. Railway employés and freight handlers were fairly well employed. Unskilled labour was well employed.

BRANTFORD, ONT., AND DISTRICT.

Mr. J. C. Watt, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

All classes of labour were well employed during the past month, which compared favourably with the corresponding month of last year, and was better than the month preceding. The building trades were particularly busy, and there will likely be a record number of residences erected this year. Vacant houses are very scarce and rents are rising in consequence of an increasing demand. The iron trades also were very busy, and in the fabric mills overtime has been worked. Factory additions were numerous, and trade prospects are bright. Bricklayers received an increase in wages of 3 cents per hour, the minimum rate being now 48 cents per hour. The change comes into effect May 1.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Agriculturists were very busy. Weather has been exceptionally favourable.

Manufacturing.—Manufacturers continued to be very busy. Considerable overtime has been worked during the month.

Railway construction and employment.—The local street railway company is laying about a mile of new track into one of the factory districts.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, joiners, lathers, plasterers, painters, decorators and paperhangers, plumbers and gas and steamfitters were very busy. Iron moulders, coremakers, machinists, engineers, electrical workers, linemen, metal polishers, buffers, platers, blacksmiths, boilermakers and sheet metal workers were very busy, stove mounters and horse-shoers were active. Woodworkers were very busy, as also were carriage and waggon makers and pattern makers. Coopers were busy. The printing and allied trades were busy. Tailors and tailoresses were very busy. Shoe workers were busy. Bakers and confectioners were busy. Cigar makers and tobacco workers were active. Leather workers and saddlers were busy. Barbers, clerks, delivery employés, hotel and restaurant employés were steadily employed. Laundry workers were busy. Railroad trackmen, freight handlers, teamsters and draymen were very busy. Street railway employés were steadily engaged. Cab drivers, hackmen and expressmen were from active to busy. Unskilled labour was fully employed.

DISTRICT NOTES.

Paris.—Labour was well employed. Fabric mills and factories were all busy.

GUELPH, ONT., AND DISTRICT.

Mr. Wm. Drever, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour generally was very active during May. Building operations were brisk, a number of large contracts having been let and work commenced thereon. All the local factories and manufacturing concerns were in full operation. The City Council has granted a fixed assessment of $1,000 a year exclusive of school rates and local improvements rates, for a term of ten years to the Colonial Whitewear Company on condition that the Company erect a new factory 160 by 60 feet, three storeys high, at a cost of $20,000. The building is to be completed this fall and will employ 300 hands by the beginning of the year.

A by-law to loan the Independent Tire Company $25,000, of which $20,000 will be lent by the City and $5,000 by Mr. J. W. Lyon, was submitted to and endorsed by the ratepayers. The Company will erect a $50,000 building and employ from fifty to 100 skilled workmen the first year.

The contract for the laying of the track for the St. Patrick ward extension

of the street railway has been let and work will be commenced immediately.

The Ontario Educational Labour Association held their annual convention here, about 120 delegates being in attendance from all parts of the Province. After the routine business several live questions were discussed, among them being the formation of an Ontario Federation, which was very favourably received. The Trades and Labour Congress of Canada was asked to assist this movement as far as possible.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons report a good month, the demand for this class of labour being greater than the supply. Carpenters, lathers and plasterers had an active month, also painters and decorators. Plumbers, gas and steam fitters were fair, also iron moulders and coremakers and helpers. Tube mill workers had a very active month. Machinists were busy, also electrical workers and linemen. Piano and organ workers were well employed, also carriage makers, pattern makers and coopers. Sash and door and interior wood workers had an active month, some large contracts having been secured by the Robert Stewart Company in the west. The printing and allied trades were fair. Journeymen tailors and garment workers were busy. Carters, draymen and teamsters were very active. Unskilled labour was well employed, the supply being hardly equal to the demand.

DISTRICT NOTES.

Elora.—The ratepayers voted on two by-laws, one to assist the Elora Furniture Company with a loan of $3,500, for the purpose of extending its factory, the other to give a fixed assessment to the Bissell Company, with certain exemptions for a period of ten years, the Company's intention being to extend its present business. Both by-laws carried.

BERLIN, ONT., AND DISTRICT.

Mr. R. F. Gofton, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

During April all classes of labour were busy and fully employed. There was a demand for unskilled labour and good progress was made in new buildings under construction. During the month thirty-four building permits were issued, valued at $98,050. Among these, were additions to the factories of the Kaufman Rubber Company, the Western Shoe Company and the Dominion Sugar Company. Wholesale and retail trades were active, especially in the leather industry. The employés of the T. Kaufman planing mill were granted an increase in wages of 10 cents a day of ten hours, and corporation labourers also received an advance of 20 cents per day of ten hours. The builders' labourers declared a strike on May 12 for an increase in wages of 3½ cents per hour. The employers offered them an advance of 2 cents per hour for an eight-hour day, the former wages having been 28 cents per hour for a nine-hour day. After being out for a week, the labourers accepted the offer of the employers and returned to work. Bricklayers and masons received an increase of 2 cents per hour, making their wages 45 cents per hour for an eight-hour day from May 1.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers had a busy month seeding and planting. There was little change in the prices of their market products. There were indications of plenty of fruit this season, as blossoms were plentiful.

Lumbering.—Sawmills had finished sawing, but the dealers were shipping much lumber.

Manufacturing.—All the manufacturing establishments were busy during the month and several of them were working overtime.

Railway construction.—The construction of the People's Railroad was at a standstill.

CONDITION OF PARTICULAR TRADES.

All the building trades were busy, with the exception that builders' labourers were idle for one week during the strike. Iron moulders, iron workers and helpers, coremakers, machinists, steam engineers, electrical workers and linemen were busy. Metal polishers, buffers, platers and brass workers, stove mounters blacksmiths and boilermakers, sheet metal workers were fairly busy. Bicycle workers, tool sharpeners and horseshoers, woodworkers, upholsterers, carriage and waggon makers, car builders and shingle weavers were all busy during the month. Journeymen tailors, garment workers, hat and glove makers, boot and shoe workers enjoyed a busy month. Bakers and confectioners, butchers and meat cutters, ice drivers and tobacco workers were also active. Tanners and curriers, leather workers, saddlers, trunk and bag makers were very busy. Active conditions prevailed among barbers, broom makers, hotel and restaurant employés. Railway employés and freight handlers and street railway employés were busy. Drivers of hacks, drays, delivery vehicles and express waggons were busy. Among the unskilled, conditions were very active and there was a demand for this kind of labour.

WOODSTOCK, ONT., AND DISTRICT.

Mr. J. Markey, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Reports of industrial and commercial conditions continued favourable. There was practically no complaint of either lack of business or want of work. Most of the factory managers say that conditions are quite satisfactory for this season of the year, in many cases showing an improvement over the same period last year. The outlook is encouraging.

Reports from the various factories indicate that labour, especially skilled labour, is becoming increasingly scarce. This is accounted for by the fact that the West continues to attract skilled men, while the opening up of the building trades and of farming operations is drawing off many of the unskilled class. The scarcity of skilled labour would be a serious problem with some of the factories were it not for the approach of the slack season. There is considerable activity in the building trades, not that there is, so far, any great show of new buildings; but there is a good deal of work on repairs and improvements.

Reports from the furniture manufacturers, the waggon manufacturers, the piano and organ manufacturers, are that business is good, and promises to remain good. Reports from the stove foundry and other iron working establishments are of a similar character. There is a demand for painters, cabinet makers and moulders, and a more or less constant demand for mechanics accustomed to metal work.

CONDITION OF PARTICULAR TRADES.

There is considerable activity in the building trades, but nothing unusual for the season. Bricklayers and masons, carpenters and joiners, painters, plumbers and stone cutters are regularly employed. There is a demand for painters and stripers in the factories. There is also some scarcity of moulders. The Stewart Company is in need of men for stove and furnace work. Good mechanics, skilled in metal work, could find employment with the Tobin Arms Company. Woodworkers, upholsterers, varnishers, polishers, carvers, carriage and waggon makers are all busy. There is a demand for cabinet makers for the furniture and the waggon factories. The printing trade is reported normal, with no present demand for printers. Tailors and garment workers, bakers, butchers, and cigar makers are steadily employed. The tanning business is steady. Barbers are well employed. All available unskilled labour finds ready employment.

STRATFORD, ONT., AND DISTRICT.

Mr. J. T. Carlin, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The general condition of the labour market during the month was very encouraging. The chief activity prevailed in the building trades and outdoor employment. A number of men and teams were engaged on the river bed dredging and widening the river, and grading and beautifying the river bank. Reports from the different factories continued favourable. All establishments report better conditions than at the corresponding month of last year. Several granolithic walks which are being laid give employment. Wholesale and retail merchants report business active. No change in the rate of wages or hours of labour, and no trouble in the labour market was reported.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have finished seeding and are busy putting in the root crop. They report fall wheat looking good, and very fine prospects for a good yield. Market prices are:—

Eggs, 18–20 cents, per dozen.
Butter, 18–20 cents, per lb.
Potatoes, 90 cents, per bag.
Chickens, 75 cents, each.
Hay, $10, per ton.
Wheat, 83 cents, per bushel.
Oats, 35 cents, per bushel.
Barley, 48 cents, per bushel.
Peas, 65–70 cents, per bushel.
Live hogs, $6 –$6.15, per cwt.

Manufacturing.—Manufacturers were very busy, with plenty of orders ahead.

CONDITION OF PARTICULAR TRADES.

Bricklayers, masons, carpenters, lathers and plasterers were busy. Painters, paper hangers and plumbers were active. Gas fitters, stone cutters and builders' labourers were busy. Iron moulders, workers and helpers were active. Machinists, electrical workers and blacksmiths were busy. Boilermakers were active. Woodworkers, upholsterers, carriage and waggon makers were very busy. Coopers had a good trade. All engaged in the printing trade were fully employed. Journeymen tailors and garment workers and all factory workers were busy. Bakers, confectioners and butchers did a good trade. Ice handlers and cigar makers were busy. Harness makers were active. Barbers were very busy. The price of hair-cutting has been raised from 20 to 25 cents. Clerks, delivery employés, hotel, restaurant and laundry workers were active. Railroad conductors, engineers, firemen, trainmen, trackmen and freight handlers were very busy. Cab drivers, draymen and teamsters were active. Unskilled labour had plenty of work.

LONDON, ONT., AND DISTRICT.

Mr. A. Woonton, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Conditions have greatly improved in this district as to the amount of work being done, which greatly exceeds last year's mark. All the factories were well supplied with work, and skilled help of all kinds was in demand. In the building trades business had picked up, and at the present time everybody is working; it is expected several large contracts will be let shortly. The London Concrete Machinery Company is building a large new two-storey work shop, and the McClary Company two new storehouses, while a large number of residences are going up. The Masonic Fraternity is to build a new temple, to cost about $60,000. On the railroads, business was not quite as good as last month, but the men were satisfied with the amount they were getting. A couple of the largest cigar factories, though working the same number of hours as formerly, are working on the daylight plan during the summer months, commencing work at 7 a.m. and quitting about 4 p.m. Both the city and street railway have a large force of men at work in the business quarter, and the streets are being covered with a fresh coat of asphalt.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The outlook for the crops in this district was never better, especially in the fruit line, as weather conditions could not be improved upon. Farmers continue to complain of the lack of help, and are looking to the British isles for the supply wanted.

Railroad construction.—The Canadian Pacific Railway Company commenced extensive improvements in its system in this locality, and has the foundation in for its new 100 engine round house; it also has workmen along the line from here to Windsor ballasting and otherwise fixing the track, with a work train also helping.

CONDITION OF PARTICULAR TRADES.

Bricklayers were all working. Carpenters were busy, as were also lathers and plasterers. Painters were very busy, and in demand, with paperhangers exceptionally busy. Iron moulders and iron workers were very busy. Electrical workers and linemen were exceptionally busy. Metal polishers, brass workers and stove mounters were busy. Carriage and wagon workers were very busy. Car builders were busy. Coopers were rushed. Printers were busy and in demand. Pressmen were busy and press feeders very scarce and in demand. Journeymen tailors were all busy. Garment workers report trade improved since last month. Boot and shoe workers were very busy. Bakers and confectioners report trade fair. Cigar makers were busy on 10-cent goods. Tanners were very busy. Broommakers report trade good. Cardboard box makers were busy. Teamsters were very busy, as were also draymen. The supply of unskilled labour was equal to the demand, and new arrivals continued to pour in from Great Britain.

DISTRICT NOTES.

Ingersoll.—The Morrow Screw Company is building a $100,000 addition to its factory.

ST. THOMAS, ONT., AND DISTRICT

Mr. J. A. Killingsworth, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The general condition of the labour market during May was satisfactory. Work in the building trades continued brisk, and skilled and unskilled labour was well employed. The heretofore peaceful conditions were disturbed by the sectionmen employed on the Michigan Central Railway going out on strike because of reduction in wages. Fifteen or twenty men were affected at St. Thomas. The Michigan Central Railway Company made another reduction in the working staff of the shops, some thirty men being affected, and curtailments were made in other departments with a view to economy. It is expected that the men laid off will be restored to their former positions within a short period. In the Michigan Central Railway Company's traffic department, business has been quiet. The Wabash and Pere Marquette Railways have been busy, and the men report being ahead of the preceding month. Local industries were well employed. The local street railway company had a very successful month. The Hydro-Electric system is giving satisfaction, the city being well lighted.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The crops in this district are doing well. The weather has been unreasonably warm, but there has been sufficient moisture to keep the ground in good condition. Local markets have been well atended.

Manufacturing.—The Nursery Shoe Company has been very busy, and it is rumored that additional building space is contemplated. The Monarch Knitting Company is fast installing machinery, preparatory to beginning operations. When put in operation, there will be a big demand for female help.

CONDITION OF PARTICULAR TRADES.

All employés in the building trades were well employed. Metal workers in the railway shops and other industries were well employed. Printers had a busy month. Clothing trades were active. Railway employés, with the ex-

ception of the Michigan Central Railway Company's men were busy. A considerable number of cars were handled by the Michigan Central Railway Company, but the fine weather, together with the large engines, enabled the Company to handle very large trains, thus reducing the number of crews. Unskilled labour was well employed.

CHATHAM, ONT., AND DISTRICT.

Mr. A. Gregory, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

General conditions during May have been very active, owing largely to the activity in the building trades. The large contractors were unable to secure sufficient men and teams to carry on the work of excavation on the numerous contracts which have started, and were compelled to purchase teams to carry on their work. May has been the best month for a number of years.

The Canadian Pacific Railway Company has a large number of men graveling the road west of the city. Factories of all kinds were asking for skilled mechanics, and labourers were in great demand.

CONDITION OF LOCAL INDUSTRIES.

Farmers were very active planting corn, sugar beets and tobacco. Owing to the very dry weather, many acres of beets will be ploughed up and replanted with corn. Live hogs are bringing from $3.50 to $4 per hundred less than during the corresponding month in 1910. The prospects for fruit of all varieties are good. Fall wheat is looking well, but the hay will be short. Good horses are in demand and are ranging in price from $250.00 to $550.

CONDITION OF PARTICULAR TRADES.

Bricklayers, carpenters and joiners, painters and paper hangers and plumbers were in great demand. Builders' labourers were very busy. Machinists and engineers, electrical workers and linemen were very busy. Brass workers were exceedingly busy. Blacksmiths, boilermakers and sheet metal workers reported a very fair month. Horseshoers were quiet. Wood workers, upholsterers, carriage and waggon makers were very busy. The printing and allied trades were busy. Tailors and garment workers reported a fair month. Boot and shoe workers were busy. Bakers and confectioners, butchers and meat cutters and cigar workers were active. Barbers, clerks, delivery employés and hotel and restaurant employés had steady work. Laundry workers were busy. Railroad trackmen were very busy. Street railway employés had steady work. Teamsters and draymen were very active. Unskilled labour was very active. Steamboat men were active. Cabdrivers and hackmen were active. Unskilled labour was in great demand.

WINDSOR, ONT., AND DISTRICT.

Mr. D. Mitchell, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The condition of the labour market during the past month has been exceedingly active, both for skilled and unskilled labour. There is a demand for all classes of labour. The building trades are booming and the lumber yards and planing mills are away behind with orders, as it is impossible to secure help to get out the work. There were forty-one building permits issued, with a total valuation of $85,750, as compared with ten permits issued during the corresponding month last year, with a valuation of $18,850, showing an increase of 355 per cent. For the four months of this year 110 building permits were issued, with a valuation of $199,375, while last year only forty permits were issued during the four corresponding months, with a valuation of $56,825. Manufacturers are rushed with orders and cannot get help. Unskilled labour is in demand. Wholesale and retail merchants report trade very active.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers are very busy seeding and gardening. They report they never saw such grand weather as we have had in the past month. They are looking for big crops and an abundance of fruit.

SAULT STE. MARIE, ONT., AND DISTRICT.

Mr. F. A. Denman, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour was well employed during the month, the various manufacturing plants working full time on orders well ahead. The retort plant of the Standard Chemical Company was destroyed by fire, loss about $3,000, fully covered by insurance. About fifty men were temporarily thrown out of employment. The company intends to rebuild immediately. The Algoma Steel Company commenced operating the second half of its coke plant of 110 ovens, making a total capacity of 1,000 tons of coke per day. The Lake Superior Paper Company has started extensive alterations and improvements to its pulp mills. Work was commenced on a contract of over five miles of cement walks. Tenders are being asked on over three miles of sewers to be laid this summer..

According to the Assessor the town shows an increased assessment during the year of nearly $900,000, with an increase of population of about 1,600, making a total assessment of nearly $6,000,000.

Prices on the farmers' market the last Friday in the month were

Eggs, 25 cents, per dozen.
Butter, 25–28 cents, per lb.
Potatoes, old, $1.10, per bag.
Radishes, 5 cents, per bunch.
Lettuce, 10 cents per bunch.
Rhubard, 3 bunches for 10 cents.
Parsnips, 20 cents per peck.
Onions, 5 cents, per bunch.
Chicken, 30 cents, per lb.
Buttermilk, 5 cents, per quart.

CONDITION OF PARTICULAR TRADES.

The various skilled trades were well employed. Business was good in nearly all lines. The building trades were very busy.

PORT ARTHUR AND FORT WILLIAM, ONT., AND DISTRICT.

Mr. F. Urry, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Work in this district has been very quiet and there are more than enough workers to supply the demand. Compared with the same period of last year, the promise for the summer is not bright. The Western Dry Docks at Port Arthur are busy and employing several hundred men. Wholesale and retail trade is quiet.

The typographical union has come to an amicable agreement with the Associated Press of the two cities, whereby some of the men get a slight increase, other conditions remaining the same: an eight-hour day for six days in the week; the agreement has been signed for two years. The sheet metal workers had their agreement signed on May 1, for one year, with an increase of 5 cents an hour. The electrical workers were not so fortunate in reaching a settlement, and as most of them are employed on public utilities in the two cities they have applied for a board of investigation under the Industrial Disputes Investigation Act.

The coal handlers of the Longshoremen's Union have also applied for a board of investigation under the same Act, in Port Arthur.

The painters and decorators of the two cities have been on strike since April; they are asking a five cent raise and recognition of the Union. Several of the master painters have signed the schedule and the men are given a certificate to work by the strike committee. All disputes have been conducted in a quiet manner.

Men who have farms have been busy this month, and as the weather conditions have been almost perfect for agriculture good hopes are entertained of a plentiful crop of hay and roots. The last two years the hay crop has been poor, owing to dry springs. All other industries are quiet.

CONDITION OF PARTICULAR TRADES.

The building trade in these cities has had a discouraging start, only smal

house property is being built, and hundreds of building mechanics have gone west to secure work. Bricklayers, masons, carpenters and joiners, and, in fact all the building trades, are very quiet, and many men have been looking for work during the month. There is not much prospect for the future at present, as no big works are starting up. In the shipbuilding trades, repair work is going forward at the dry docks, and a large number of men are employed. The printing and allied trades are quiet. Journeymen tailors and garment workers are quiet in both cities. Clerks, stenographers and delivery employés are fairly busy, but there is no rush, the summer trade has not yet set in. Navigation is not very brisk and consequently the docks are not as busy as usual for this time of the year. Unskilled labour is in no great demand, and the supply is greater than the need. Some city work in both cities is being undertaken and this is absorbing some of the labourers. A little later, no doubt, more work will be going forward.

WINNIPEG, MAN., AND DISTRICT.

Mr. John Appleton, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

With the exception of one or two of the skilled classes, the demand during the present month has been very pressing. Weather conditions interfered with outdoor work to an unusual extent and this in a measure relieved employers, and in the meantime an additional supply of labour accumulated. The supply of labour for the city itself is abundant, as a large proportion of the men not working are desirous to stay in the city.

Prospects of a big harvest as a result of the abundant rains throughout the west, will stimulate trade and industrial activity, which is likely to accentuate the demand for workmen of various classes.

During May, the bank clearings have continued to increase and in volume are approximately forty per cent. greater than for the corresponding month of last year. This abnormal increase during the present month is due in some measure to the deliveries of grain on May contracts and also to exceptional activity in real estate. Aside from these particular causes, there is a substantial increase in general business, which in itself would account for a considerable gain in the volume of bank clearings.

It is understood that an agreement has been arrived at between the employés of the car department of the Canadian Northern Railway Company and the Company, which provides for an advance in wages of 2 cents per hour immediately, and an additional 1 cent a year from June 1, or approximately that date. The number of employés affected is about 600. The members of the Marble Cutters' Union went out on strike May 1, and were out two weeks when they returned to work unconditionally. On May 1, the members of the Structural Ironworkers' Union, to the number of 120, went out on strike and still contend that the strike is in effect. Members of the Union claim that most of those on strike are at work in other trades and are contributing to the strike fund.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The continuance of dull and wet weather has interfered with the seeding of barley and oats. Towards the end of the month, the weather was still unfavourable. Generally speaking, however, the precipitation is favourable to wheat growth, with the exception of low-lying districts and districts where the land is heavy and has a clay subsoil. In the districts where the soil is sandy and light, the conditions are extremely favourable.

Building.—Building has been more active during the month, and permits taken out have brought the total for the year to date to approximately $6,000,000. The *Free Press* will commence a new building of seven stories at once; the Sterling Bank has decided to erect an eight storey office building, the Union Trust Company one of ten stories, and the Hudson's Bay Company will very soon commence the erection of a mammoth new store. These are amongst the larger buildings upon which work will very soon commence.

There is a keen demand for new dwellings, and an unusually large number of permits are being taken out for these. To provide them with modern conveniences, there is a demand for the expenditure of more money by the City upon the construction of sewers and the extension of water mains. The Street Railway Company has also intimated to the City Council that it will proceed to extend its gas and electric light services and will ignore the conditions which the City attach to the permits that are now being issued to the Company. This will result in extensive work along that line, as the Company finds the demands for its services are very great.

Railway construction.—Employment agencies state that they have orders on their books for all the men they can get. The demand from the far western camps is very heavy.

BRANDON, MAN., AND DISTRICT.

Mr. E. Fulcher, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour was well employed during the past month, and prospects are good for a busy season, especially in the building trades. A larger amount of construction work is under way than at the corresponding period of last year. However, there is no shortage of labour, owing to the heavy immigration from the East and Europe.

The stonework of the new asylum is completed and work commenced on the brick superstructure. The concrete work on the Canadian Northern Railway hotel has reached the third story. Work on the East ward school is progressing, the first story brickwork is nearly completed. Contractor Bullock has secured the contract for a new school for the Souris school board, and the Brandon Construction Company has secured the contract for a $55,000 school at Nutana.

The City Council has decided on asphalt block paving for the streets in the business section. The cost is estimated at $110,000. Rails will be laid for the street car system at the same time.

The school board has purchased a block of land next the site for the new normal school, for the purpose of erecting a collegiate in the near future. It is expected that the present colleigate will be used for a technical school. The school board has appointed a domestic science teacher, and advertisements have appeared in local papers for a manual training instructor.

Retail trade has been somewhat dull up to the present, but is showing signs of rapid improvement. The carpenters and joiners have secured an increase in their minimum scale from 35 to 40 cents per hour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The crop prospects are exceptionally good, reports from all districts being that prospects were never better. Up to the present, May has had rather an exceptional rainfall, which, in view of last season's drouth, was all that could be desired.

Manufacturing.—The Hanbury Manufacturing Company, the McDiarmid & Clark Company, and the Manitoba Windmill & Pump Company were all very busy.

Railway construction.—A surveying party is surveying east of the city for a branch from the Grand Trunk Pacific Railway main line to Brandon. The Canadian Pacific Railway Company is putting in an industrial spur between Rosser and Pacific avenues.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were busy, with carpenters and joiners, lathers and plasterers very busy, painters active, and plumbers, steam fitters and builders' labourers busy. Moulders and machinists were busy. The allied printing trades were busy. Journeymen tailors and cigar makers were active. Railway transport was very busy. Unskilled labour also was busy.

REGINA, SASK., AND DISTRICT.

Mr. W. B. McNeil, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour in all its branches has had a very active month, there being little or no change over the previous month. In comparing the month of May with the same period of last year, little can be said, owing to the fact that the building trades were on strike; the effect of which was much felt. Though there is an exceptionally large programme of building construction prevailing, there is by no means a shortage of labour, more noticeable in unskilled labour. Wholesale and retail trade report business very active. On May 1, the structural iron workers employed on the Donohue block struck for an increase in wages. The contract for the iron work was let to a Manitoba firm and it refused to accede to the men's demands; whereupon the owner of the block, desiring completion as soon as possible, approached the men in reference to the trouble. On May 2, the iron workers returned to work, having the guarantee from the owner of the block that they would receive 50 cents per hour, ten hours a day; hitherto they had received 40 cents per hour.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Ideal weather conditions have prevailed for some time past, which tend to have a good effect on this year's crops. Seeding in this district is a thing of the past, and reports from all points go to show that the grain is already 9 to 12 inches high. In some districts a shortage of farm labour is experienced; but generally speaking the supply meets the demand.

CONDITION OF PARTICULAR TRADES.

The conditions of the bricklayers and masons have not been all that is expected for this time of the year; although there is so much building going on, still there have been many idle bricklayers and masons during the month, owing to a shortage of material. Carpenters and joiners were very active, the supply always being equal to the demand. Lathers and plasterers were active, also painters and paperhangers, plumbers and steam fitters. Stone cutters were busy, while builders' labourers were well employed. Iron workers, machinists and engineers were active, as were electrical workers, bicycle workers and horseshoers. All branches of the printing trades were active, with a demand for bookbinders. Journeymen tailors and garment workers were active. Bakers and confectioners were busy. Butchers had a good month. Barbers were well employed and in demand, as well as clerks and stenographers. Delivery employés were busy. Hotel, restaurant and laundry workers were very active. Freight handlers were active, as was evidenced by the increasing of the staff. Hackmen, draymen, teamsters and expressmen had a very busy month. Although the scope for unskilled labour has increased largely, the supply meets the demand.

CALGARY, ALTA., AND DISTRICT.

Mr. George Howell, correspondent, reported as follows:—

GENERAL CONIDTION OF LABOUR.

The general condition of the labour market has been active, but the supply of labour still exceeds the demand in several of the trades and unskilled labour; this being due to the large influx of immigrants. The general outlook for the summer, however, is excellent. A shortage of brick and cement is hampering building operations. The Bank of Montreal is about to extend its present premises. Plans are completed for Senator Loughead's hotel and theatre, which will cost between $200,000 and $300,000. The excavations for the Hudson's Bay Company's new departmental store are nearing completion. The excavations for the west wing of the Canadian Pacific Railway Company's station are about to commence. The new Dominion Bank, Irrigation and Colonization Company's buildings are making rapid progress. Four by-laws are being voted on, involving an expenditure of $190,000 for sewers, paving, storehouse, workshops, etc. E. W. Davies, consulting mechanical and electrical engineer for the Calgary Nail Company, Limited, which is capitalized

at $150,000, states they will have a factory erected and in operation by December.

Mr. M. Rosenthal of this city has left for the East to purchase the necessary machinery to establish a hat factory in this city. Wholesalers and retailers report trade much better than at the corresponding period of 1910. Plumbers and steamfitters have signed a two-year agreement for an increase of wages, viz:—2½ cents per hour from July 1, 1911, and 2½ cents per hour from July 1, 1912, to July 1, 1913. The electric linemen have received an increase of wages from 25 to 75 cents per day from May 1, 1911. The carpenters have signed an agreement for twelve months from July 1, that rates of wages will be 50 cents per hour.

The Structural Iron Workers are on strike for an increase from 40 to 50 cents per hour.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons were fairly well employed. Carpenters, lathers, plasterers, painters and decorators had a good month. Moulders, iron workers and helpers, coremakers, machinists, engineers, blacksmiths, boilermakers, sheet metal workers and horseshoers were active, and electrical workers and linemen very busy. Woodworkers and upholsterers were fairly well employed. The printing trades and tailors were busy. Butchers and bakers had a good month. Leather workers were well employed and builders' labourers fairly well employed. Miscellaneous trades report conditions improving. Transportation employés, on the whole, had a good month. Unskilled labour is improving but a surplus remains.

EDMONTON, ALTA., AND DISTRICT.

Mr. P. C. Foley, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The labour market has remained about the same as in the previous month. Skilled mechanics were well employed. With the exception of work on street railway extensions, the municipality has not commenced any of this season's work. The following figures show the returns for the month of April, as compared with the corresponding month of 1910.

	April, 1910	April, 1911	Increase
Customs	$ 27,513	$ 50,780	84½%
Building permits	252,196	359,027	42 %
Bank clearings	5,370,145	8,836,426	64½%
Post Office (stamps only)	6,712	7,988	19%
Street railway passengers carried	261,670	452,959	73 %
Revenue	11,345	19,014	68 %
Homestead entries	509	866	71 %

Nine of the fourteen chartered banks doing business in the City, and three loan companies are to-day possessed of real estate holdings in the heart of the business district of a valuation based on the assessment roll of the present year of $899,630, or nearly two and one-half per cent. of the City's total land assessment. Bank buildings already erected and edifices of the Credit Foncier, the Canada Permanent Loan and Mortgage Corporation and the National Trust Company have involved the expenditure of $552,000 in their construction, bringing the investment in real property and in buildings to a total not far short of $1,500,000. Of the fourteen chartered Banks now established in the city, the majority have opened their branches in the last decade, and the latest of these, the Bank of British North America, commenced business in temporary premises during the month. This bank and the Royal Bank which has recently purchased a site will build in the near future. The table below gives the values of sites and buildings of Edmonton Banks and Loan Companies. The site values are based on this year's assessment roll.

Bank.	Site.	Bldg.	Total.
Commerce	$ 75,000	$30,000	$ 105,000
Dominion	56,100	55,000	111,100
Imperial	82,500	100,000	182,500
Merchants	82,500	65,000	147,500
Molsons	60,000	50,000	110,000
Montreal	82,500	35,000	117,500
Union	75,000	60,000	135,000
Credit Foncier	79,730	35,000	114,730
National Trust	52,500	52,000	104,500
Canada Permanent	28,800	70,000	98,800
Royal	75,000	.....	.....
British North American	150,000	.....	.....
	$899,630	$552,000	$1,441,63

By an agreement entered into by the International Brotherhood of Electrical Workers and the Provincial Government the following schedule of wages went into effect on May 1. Exchange linemen will receive an increase from $3 to $3.75 per day of nine hours. Exchange foremen and cable men from $3.75 to $4.50. For foremen in charge of plants in the cities the minimum is fixed at $110 per month. Under the former agreement the minimum was $100 per month. Trouble men will receive $3 to $3.50 per day and all to be paid extra for overtime, together with necessary expenses incident to their work. They formerly received $80 per month with no additional allowance for overtime. The lowest wages now paid for labourers on the ground is $2.50 per day.

The electricians employed by the municipality having failed to come to an agreement with the City Commissioners regarding a wage scale, have applied to the Department of Labour for the appointment of a Board of Conciliation and Investigation. On May 1, the carpenters' new schedule of wages went into effect. The increase is from 43⅔ cents to 45 cents per hour. All classes of labour were well employed, except unskilled labour, of which the supply greatly exceeded the demand.

CONDITION OF LOCAL INDUSTRIES.

Agricultural conditions are reported as exceedingly satisfactory. The season is somewhat backward; but the work of seeding has been proceeding under entirely satisfactory conditions, and the winter wheat promises exceptionally well.

Lumbering.—The mills are gradually getting into running order and in a very few days will be working at full capacity turning out about 100,000 feet per day. The booms along the river at the various mills are filled with logs which are being converted into lumber rapidly, and more material is on its way down stream from the timber berths. The Edmonton Lumber Company is operating an entirely new plant this year, with a capacity of between 30,000 and 40,000 feet per day. It is expected that this mill will turn out approximately 3,500,000 feet of lumber this season.

Railway construction and employment.—Railway construction is being prosecuted vigorously. It is understood that contracts have been awarded for the first section of the Canadian Northern Railway Company's branch, northwesterly from Onaway, towards the Grande Prairie country and the Grand Trunk Pacific Railway Company has parties engaged locating a line from Edson to give access to a section of the Peace River Country. No difficulty is experienced in obtaining labour for this class of work.

LETHBRIDGE, ALTA., AND DISTRICT.

Mr. J. M. Ritchie, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour during May has been very little better employed than in April. In the city it has been a dull month for the time of year. The supply of labour has been greater than the demand and men in all branches have been idle. The district around Lethbridge has provided more work than the city. The extensive farming operations have provided work for a great many, who otherwise would have remained idle. The coal mines were idle and new comers placed many idle men in this district. A branch of the Gordon nail factory of St. John's, N.B., is going to be established here. They will employ about fifty men. Cheap fuel was the item that decided them in coming to Lethbridge. A new theatre was started, but, owing to some disagreement with the city building by-law the work has been stopped. Work on a large warehouse has also been stopped for the present. Men are here to start work on an overhead traffic bridge to connect South Lethbridge with North Lethbridge, the railway yard sidings coming in between the north and south. Transportation remained steady. There was no coal trade. The increase in bank clearings for week ending May 25 was $47,648.95; $547,388.39 to $499,739.42 the week before. With the ex-

ception of some increases in wages for teamsters, the rates remained the same. There is at present no unrest in labour circles.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The conditions in farming were never better in this district. Everyone in that line is fully occupied. There is every prospect of an abundant crop. Farm implement dealers are doing a good trade, and the area of cultivation is extending every day.

Railway construction and employment.—There is no railway construction in the vicinity of Lethbridge, but the local employment agency is sending numbers of men out to various points.

Other industries.—The local iron works and foundry are extending buildings in order to handle more work as the season comes along; the latter part of the summer being the busy time. The local brewery is also going to extend its buildings. There is no activity in the wood working lines, building operations being very quiet.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons have had a very dull month; very few have found employment. Carpenters and joiners have been dull, and numbers have left the city for smaller places. Lathers and plasterers were very dull. Painters have had a very fair month, mostly repainting houses that were already built. Plumbers were fairly busy with no men idle during the month. Gas and steamfitters and builders' labourers were very dull. Iron workers and helpers, electrical workers and sheet metal workers were well employed.

NELSON, B.C., AND DISTRICT.

Mr. A. B. Docksteader, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

The building permits issued by the city engineer in April, represented a total value of $46,980. The total value of the permits issued during the four months ending with April, 1911, was $70,790, as against $56,035 for the same period last year, or an increase of twenty-six per cent. The Kootenay Gold Mines, Limited, have just paid the last instalment of $10,000 on the Granite-Poorman Mine, near Nelson, a gold producing property which they propose to develop on a large scale. The summit group has been acquired by a syndicate, the price paid being $50,000. The Royal Canadian group, containing six claims, and the McAllister group, consisting of four claims, have also changed hands. All these mines, which are rich in ore, will be worked to their full capacity, which means employment for a number of men. Seventy acres of the Annable ranch, containing forty acres of orchard, most of it in bearing, and ten acres of rich pasture, have been sold to a syndicate for $28,500, a record price in Kootenay. The customs returns for the port of Nelson for the month of April show an increase of over $3,000 over those of April, 1910, the figures being $10,065.75 and $6,755.64 respectively. The inland revenue returns for April were about equal to those of the same month last year, or a total of $2,860.37. Tenders have been called by the Canadian Pacific Railway Company for a line from Three Forks to the Lucky Jim mine, and it is expected the contract will be let and work started very shortly. The members of the Nelson Retail Merchants' Association have decided to close their stores on Wednesday afternoons during the months of June, July and August.

NEW WESTMINSTER, B.C., AND DISTRICT.

Mr. J. P. McMurphy, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Compared with May, 1910, and with the preceding months of this year, the present month shows a steady and substantial improvement. All over the city and outlying districts great activity is evidenced in the laying out of new

roads, the improvement of old thoroughfares, the construction of buildings and laying of sidewalks. In the city proper the street work, sewer work and cement sidewalk laying are making a gradual headway. A steady increase in land values is reported, and this is not by reason of any booming, but simply on account of the demands of our increasing population. Railway building and the electric tramline services are doing much to increase settlement, and are stimulating production by bringing the producer into closer touch with the market. The land registry returns for the past month show a slight decrease from the figures registered in March, which touched a record. On May 20 alone there were seventy-nine applications producing fees to the amount of $625.71.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Word was received from the Delta that the warm rains of late have had a wonderful effect on the growth of gardens, fields and orchards. In the Upper Fraser Valley the crop prospects are of the best, the rains having brought along the meadows, and spring-sown grain. There will be a big hay crop, and the hop vines are showing strong and healthy.

Fishing.—The salmon run which is still abnormally small has sustained only a slight improvement. There is also on the market a fairly large quantity of sturgeon. Halibut is plentiful now and there is to be noticed a fair number of rock cod.

OTHER INDUSTRIES.

Mr. W. Owen, M.E., of London, England, officially announced the location of a street plant at Pill Meadows. The site will consist of 200 acres on the Pill river, with a frontage of 2,000 feet on the east bank. It is the intention of the Company to install blast furnaces, open hearth steel furnaces, and erect rolling mills. The capacity will be 1,000 tons a day, with an estimated annual output of 250,000 tons of finished product. A charter has been secured for the Fraser Valley Tile & Cement Company. The company is capitalized at $200,000 and will immediately proceed to erect a $100,000 cement block in this city. It is their intention to erect plants for the manufacture of cement blocks and tiles at Ladner, Eburne and Sapperton.

CONDITION OF PARTICULAR TRADES.

The different departments of the building trades are active. Iron moulders are quiet with machinists fairly active. Electrical workers, blacksmiths, horseshoers, sheet metal workers, tool sharpeners and jewellers are active. Shipbuilders, shipwrights and caulkers are fairly active. In the woodworking and furnishing trades all are fairly active. Printers, pressmen and electrotypers and tailors are active. Boot and shoe workers are busy. Bakers, butchers and cigarmakers are all active. Barbers, clerks, stenographers, delivery employés are very busy, with hotel employés and laundry workers very active. Transportation employés are all very active. Activity prevailed among unskilled labourers.

VANCOUVER, B.C., AND DISTRICT.

Mr. Geo. Bartlett, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Up to May 27 there were twenty-three working days. Rain prevented outside work during nineteen days; consequently the building trades and trench workers had a poor month. The labour market in general was very unsettled. A threatened general strike is scheduled to take place on June 5, over the question of "closed shop" versus "open shop". There is an exceptionally large amount of building in hand and in contemplation. The city is crowded with idle men, mostly on account of the big number of immigrants arriving from the old country and eastern Canada. A special meeting of the City Council is called for the twenty-ninth instant, to consider means whereby the universal shut down of the industries may be prevented.

On May 24, Empire Day, some 340 carpenters put up the new building for the "Made-in-Canada" fair, which takes place on June 14 to 22. The structure is 60 by 250 feet in size; the labour on which was donated by the union of carpenters.

The matter of having a Government inspector of bake shops appointed is being agitated for by the unions. The Provincial Act provides for one. The strike of the machinists started on June 1, 1910, is still in effect. The building permits for the two following cities for the months of January, February, March and April is herewith given:—

Vancouver	Seattle
$5,793,650	$2,636,890

H. H. Ramage will erect a three-storey brick apartment house, 573 Hornby street, costing $8,500. The contract has been let for the drydock, costing some $1,500,000. The location is near Roche Point. M. P. Cotton secured the contract for development work for the Canadian Pacific Railway Company, at Shaughnessy Height, the new fashionable residential district of Vancouver. Mr. Chas. Fee will erect a six-storey block at 1172 to 1176 Granville street, to cost $100,000. Also Mr. Geo. H. Dawson will build an eight-storey structure, costing between $175,000 and $200,000, at the corner of Hastings and Main streets. The Pacific Northwest Branch of the International Alliance Theatrical Stage Employés Union held its annual convention here May 9-10-11. In the face of a lightening money market the flow of wholesale business in the city continued to increase. Outward shipments in hardware, builders' materials and provisions were heavier this spring than ever before. Particularly for northern inland points, the demand for supplies was heavy. Prices in all lines were very steady. A shipment of Australian apples arrived. They were fresh-picked from the season's crop and arrived at a time when last year's local crop is about depleted, thus proving the serviceableness of opposite seasons.

Business property is still advancing. The sale of seventy-five feet frontage on Seymour street was reported at $160,000. Two years ago it was purchased for $55,000. Alderman Rogers will erect a ten-storey building, at the corner of Pender and Granville streets, one block from the post-office, to cost $500,000. Up to May 23 there were a total of $1,111,577 building permits issued for May.

CONDITION OF LOCAL INDUSTRIES.

Fishing.—There was a big month experienced in halibut fishing, and, owing to an over supply of fresh fish, fishing boats discharged at Ketchican.

Mining.—Several prospectors left for Steamboat Mountain, via Hope, on the Canadian Pacific Railway, where the quartz is reported above the average.

Lumbering was active.

Railway construction.—Tenders were awarded for the construction of the Canadian Northern Railway Company's line between Hope and Kamloops. The work was awarded in four sections, and aggregated the expenditure of $15,000,000. In some parts the work will cost $200,000 a mile.

CONDITION OF PARTICULAR TRADES.

In the building trades, the separate branches reported the state of trade very unsettled and conditions bad, owing to the weather and differences with employers. Ship building was active. Work has been quiet in the printing business. Cigar makers report trade very quiet. Barbers report a surplus of men. Clerks and stenographers were very quiet.

VICTORIA, B.C., AND DISTRICT.

Mr. J. Chrow, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour conditions during May may be said to be satisfactory in almost all industries, and a larger number of men were employed than at any previous time in the history of the city. All industries were working full time, keeping

regular help constantly employed. The opening of navigation on the northern rivers has taken a number away who follow different lines of business in the north, and who usually make Victoria their headquarters during the winter months. Marked activity prevails in the building trades, a number of business blocks and many private residences are in course of construction, and now that all labour disputes as to wages, &c., have been adjusted, the prospects in this line are very bright. For the month of April, eighty-six building permits were issued, compared with seventy-nine in April, 1910. The aggregate value of the permits issued was $280,110 for April, this year, compared with $192,-440 for the same period a year ago. The bank clearings for April, 1911, were $11,693,804, as compared with $7,239,-383 in April, 1910. The customs revenue for April, 1910, amounted to $338,161, being an increase of more than $50,000 over the same month a year ago. The head tax on Chinese amounted to $193,045, which establishes a new record. Wholesale and retail trade continued brisk, with prospects bright for the future. The retail section of the city is growing steadily, several substantial blocks being under construction. The City Council recently awarded contracts for 600,000 yards of asphalt paving, at an approximate cost of more than $1,500,000, which will give employment to a large number of men for some time. The Canadian Pacific Railway Company is about to largely increase its wharfage facilities in this city by extending its present wharf 240 feet, making a total length of over 600 feet. The total revenue from the timber branch of the Provincial Lands Department for the month of April was $71, 675. During the first four months of the present year, the British Columbia Electric Railway Company carried 2,229,074 passengers over the lines of its Victoria system, an increase over the same period last year of 660,479. The city assessor has completed the assessment roll for 1911. The assessable value of land alone is $46,001,442, compared with $37,915,310, the total for land and improvements a year ago. At the municipal elections in January last the ratepayers decided by a referendum vote to do away with the tax on improvements, and it is very probable that in the future taxes will be levied on land values only. The congregation of St. John's Church (Anglican) is calling for tenders for the erection of a new church at a cost of $80,000. The School Board is about to commence the erection of a new High School, at an estimated cost (including land and building) of $200,000. On May 22 the electors of the city voted favourably on the following money by-laws: $350,000 for sewers and surface drains; $150,000 for school additions and extensions; $25,000 for new headquarters for the police.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—The farmers of this district have finished planting their crops, and present indications point to an abundant harvest. The fruit crop, especially strawberries, for which this district is famous, promises to be a bumper crop.

Fishing.—The owners of the salmon traps which are located in the Straits of Fuca have completed the building of their traps and are looking forward to a successful season.

Lumbering.—The lumber industry is in a flourishing condition, all mills are working to their full capacity. A new shingle mill is in course of construction, the only one in Victoria.

Manufacturing.—The various manufacturing industries report business as active, and all are working to their full capacity. The shipbuilding industries are unusually busy with more than the usual amount of work in sight.

Railroad construction.—Work is progressing rapidly on the Canadian Northern Railway, the working force having been largely increased recently.

CONDITION OF PARTICULAR TRADES.

All the various trades in this city and district report work as plentiful, with prospects bright for the immediate future, at least.

NANAIMO, B. C., AND DISTRICT.

Mr. A. E. H. Spencer, correspondent, reported as follows:—

GENERAL CONDITION OF LABOUR.

Labour in general has been better employed during the month, although there is still a surplus of men in the district. The building trades have been exceptionally active, owing to the large amount of new buildings going up in the city and district. Commercial activity has been in evidence, especially in passenger traffic, which has shown a very large increase. Merchants report business as very good, both wholesale and retail. There have been no changes in wages or hours of labour during the month.

CONDITION OF LOCAL INDUSTRIES.

Agriculture.—Farmers have been active finishing their spring sowing.

Lumbering.—The sawmills of the district have been busy, some of them working double shifts. The logging camps are actively at work.

Mining.—The coal mines of the district have not been as busy this month as they were last month, although they have not lost very many days' work.

Railway construction and employment.—Railway construction work on the extension to the Eastern and Nanaimo Railway to Alberni is nearly finished, and track laying is being pushed ahead. There are a number of parties of surveyors on different parts of the Island, locating new railroad and extensions which are expected in the near future.

There is a large amount of land clearing going on in the different parts of the district by the Canadan Pacific Railway Company, and also by other parties for farming and building purposes.

The sandstone quarry is working, though not to a very great extent.

CONDITION OF PARTICULAR TRADES.

Bricklayers and masons, carpenters and joiners have been very actively employed, there being a large amount of new buildings going up and projected. Lathers and plasterers have been active. Painters and paperhangers have been very active. Plumbers report work as good. Builders' labourers have been well employed. Blacksmiths and carriage makers report work as good. Printers have been active. Cigar makers report work normal. Teamsters and expressmen have been active. Unskilled labour has been fairly well employed, there having been a large amount of the usual city spring work, as well as sewerage connections and cement sidewalks in course of construction in the city. There has also been considerable activity in the other towns in the district.

THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS UNDER THE ACT DURING THE MONTH OF MAY, 1911.

DURING the month of May two applications for the establishment of Boards of Conciliation and Investigation were received in the Department as follows:—

1. On behalf of certain employés, members of the Coal Handlers' Union, of the Canadian Northern Coal and Ore Dock Company, Limited, of Port Arthur, Ont. The number of employés affected by this dispute was said to be 150 directly, and 200 indirectly.

2. On behalf of the employés, members of Gowganda Miners' Union, No. 154, Western Federation of Miners, of the Hudson Bay Mining Company, Limited, of Gowganda, Ont. The number of employés affected by this dispute was said to be thirty.

Other Proceedings Under the Act.

In the application for the establishment of a Board of Conciliation and Investigation to adjust certain matters in dispute between the Canadian Northern Coal and Ore Dock Company, Limited, of Port Arthur, Ont., and its employés,

members of the Coal Handlers' Union, it was stated that the dispute related to a demand on the part of the employés concerned for increased wages, and increased compensation for overtime, also that members of the Union should not be discriminated against, and that when an agreement was concluded between the parties it should remain in force for a period of one year. The number of employés affected by this dispute was estimated at 150 directly and 200 indirectly.

A Board of Conciliation and Investigation was established by the Minister of Labour in this matter on May 19, Mr. George F. Horrigan, of Port Arthur, Ont., being appointed a member of the Board on the recommendation of the employing Company, and Mr. Arthur Boyd, of Port Arthur, Ont., appointed on the recommendation of the employés concerned. At the close of the month the Board had not been completed by the appointment of a third member.

In the application for the establishment of a Board of Conciliation and Investigation to adjust certain matters in dispute between the Hudson Bay Mining Company, Limited, of Gowganda, Ont., and its employés, members of Gowganda Miners' Union, No. 154, Western Federation of Miners, it was stated that the differences in question related to an alleged reduction by the Hudson Bay Mining Company of wages to the extent of fifty cents per shift and to an increase of fifteen cents in the price for board. The employés complained that only seven days' notice had been given by the Company, and demanded that the schedule of wages should be continued which had previously existed. The number of employés affected by this dispute was given as thirty.

A Board of Conciliation and Investigation was established by the Minister of Labour on May 31, Mr. Duncan J. McDonell, of Gowganda, Ont., being appointed member of the Board on the recommendation of the employés concerned. At the close of the month the Board had not been completed.

DISPUTE BETWEEN MICHIGAN CENTRAL RAILROAD COMPANY AND MAINTENANCE-OF-WAY EMPLOYEES—SETTLEMENT REACHED THROUGH THE GOOD OFFICES OF THE DEPARTMENT OF LABOUR.

ON MAY 3, the Department of Labour was informed that as a result of orders issued on April 28, by the Michigan Central Railroad Company, directing a reduction of ten cents per day in the wages of its Maintenance-of-Way Employés, a number of the sectionmen affected on the Company's lines in Canada, refused to accept the lower rates of remuneration and had ceased work. On May 20, application was made to the Department of Labour on behalf of the sectionmen concerned, for the establishment of a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act, to which the matters at issue between the Company and its employés should be referred for adjustment. It was claimed on behalf of the employés that the reduction of wages had been made without proper notice, and in violation of the provisions of the Industrial Disputes Investigation Act in this respect. The application was not entirely in form and whilst communications were proceeding between the Department and the employés on these points, Mr. E. H. Williams, an official of the Department, was instructed to proceed to St. Thomas, Ont., to confer with the parties concerned and to report on the circumstances of the dispute for the Minister's information.

As a result of interviews which Mr. Williams had with the officials of the Michigan Central Railroad Company, it was stated by the latter that the railway management had not been previously aware of the requirements of Section 57, of the Industrial Disputes Investigation Act concerning proposed changes in conditions of employment as to wages and hours. Later, it was announced by the Company, as a result of the information placed before them by the Department, that the rates of wages paid sectionmen before the change should be restored and

the former employés reinstated if they so desired. The rates of wages restored by the Company's orders were $1.65 per day, for yard sectionmen and $1.60 for sectionmen along the line. The scale of wages in question is that which had prevailed on the Michigan Central lines in Canada between May 1, 1910 and April 30, 1911. The number of employés concerned was understood to be between 1,200 and 1,400.

On May 27, a resolution in the following terms was adopted at a meeting of Michigan Central Maintenance-of-Way Employés in St. Thomas: "Resolved, that we, the sectionmen employed on the Canadian lines of the Michigan Central Railroad, in meeting assembled, desire to place on record our approval of the Industrial Disputes' Investigation Act, 1907 as a means of satisfactory settlement of disputes without strike or lockout, and desire, further, to thank the Department of Labour for its prompt action in sending so capable an officer of the Department to aid in restoring the very pleasant relationship existing previous to May 1, between the above Company and its sectionmen.

(*Sgd.*) JACOB MORS, *Chairman*,
(*Sgd.*) F. CHINN, *Secretary*.

AN ACT TO PROHIBIT THE IMPROPER USE OF OPIUM AND OTHER DRUGS.

ON May 19, a Bill of the Dominion Parliament to Prohibit the Improper use of Opium and Other Drugs was assented to by His Honour the Deputy Governor, in His Majesty's name, and thereupon became law. Reference has already been made in the February number of the *Labour Gazette* to the circumstances which prompted the introduction of this legislation, and to the purpose it was intended to serve. The measure, as originally drawn, was designed to prohibit the importation, manufacture, sale, or use of opium for other than scientific or medicinal purposes. As a result of further investigation by the Minister, the scope of this Bill was subsequently enlarged, so as to comprehend the prohibition of the improper use of Opium, Morphine and Cocaine.

Upon the advice of the Director-General of Public Health and the Medical Adviser of the Commission of Conservation, the schedule of drugs to which the proposed enactment should apply was still further enlarged whilst the Bill was before Parliament. The drugs to which the law accordingly applies are as follows:

Cocaine, or any salts or compounds thereof.

Morphine, or any salts or compounds thereof.

Opium, Eucaine, or any salts or compounds thereof.

It is also provided that the Governor-in-Council may, from time to time, add to the schedule any alkaloids, derivatives, or preparations of the drugs above named, the addition of which may be deemed necessary in the public interest, such orders to take effect at the expiration of thirty days from the time of publication in the *Canada Gazette*.

Terms of the Statute.

The Opium and Drug Act, as assented to by His Honour the Deputy Governor, is in the following terms:

His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

1. This Act may be cited as The Opium and Drug Act.

2. In this Act, unless the context otherwise requires,—

(*a*) "drug" means and includes any substance mentioned in the Schedule to this Act; or which may be added thereto under the authority of this Act;

(*b*) "opium" means and includes crude opium, powdered opium, and opium prepared for smoking, or in any stage of such preparation;

(*c*) "imports" or "imported" means and includes the bringing or conveying, or the causing to be brought or conveyed, into Canada of any drug;

(*d*) "export" or "exporting" means and includes the taking or conveying,

or causing to be taken or conveyed, out of Canada of any drug;

(*e*) "magistrate" means and includes any judge of the sessions of the peace, recorder, police magistrate, stipendiary magistrate, two justices of the peace, or any magistrate having the power or authority of two or more justices of the peace.

3. Every person who, without lawful or reasonable excuse, imports, manufactures, sells, offers for sale, has in his possession, or takes or carries or causes to be taken or carried from any place in Canada to any other place in Canada, any drug for other than scientific or medicinal purposes, shall be guilty of a criminal offence and shall be liable, upon summary conviction, to a fine not exceeding five hundred dollars and costs, or to imprisonment for a term not exceeding one year, or to both fine and imprisonment.

4. Every person who smokes opium, or who, without lawful or reasonable excuse, has in his possession opium prepared or being prepared for smoking, shall be guilty of a criminal offence and shall be liable, on summary conviction, to a fine not exceeding fifty dollars and costs, or to imprisonment for a term not exceeding three months, or to both fine and imprisonment.

(2) Any person who, without lawful and reasonable excuse, is found in any house, room or place to which persons resort for the purpose of smoking or inhaling opium, shall be guilty of a criminal offence and shall be liable, upon summary conviction, to a fine not exceeding one hundred dollars and costs, or to imprisonment for a term not exceeding one month, or to both fine and imprisonment.

5. Any person who deals in any drug, who gives, sells or furnishes any drug to any person other than a duly authorized and practising physician, veterinary surgeon or dentist, or to a *bona fide* wholesale druggist or to a druggist carrying on business in a *bona fide* drug store, or who neglects to make or preserve a proper record in a suitable book of the name and address of the physician, veterinary surgeon, dentist or druggist to whom he gives, sells or furnishes any drug, and the date of such sale; and any druggist who gives, sells or furnishes any drug except upon a written order or prescription signed by a duly authorized and practising physician, veterinary surgeon or dentist, or who, without the authority of the prescribing physician, veterinary surgeon or dentist, uses any prescription to sell any drug on more than one occasion, or who neglects to make or preserve a proper record in a suitable book of the name of the physician, veterinary surgeon or dentist signing such order or prescription, the date of filling the order or prescription, and in the case of a prescription the name of the person for whose use the prescription was granted, or who refuses to allow such record to be examined by any police officer shall be guilty of a criminal offence and shall be liable, upon summary conviction, to a fine not exceeding two hundred dollars and costs, or to imprisonment for a term not exceeding three months, or to both fine and imprisonment.

(2) Any physician who signs any prescription or order for the filling of which any drug is required, unless such drug is required for medicinal purposes or is prescribed for the medical treatment of a person who is under professional treatment by such physician, and any dentist or veterinary surgeon who signs any order for any drug, unless such drug is required for medicinal purposes in connection with his practice as a dentist or veterinary surgeon shall be guilty of a criminal offence and shall, upon summary conviction, be liable to a fine not exceeding two hundred dollars and costs, or to imprisonment for a term not exceeding three months, or to both fine and imprisonment.

6. Any person without lawful or reasonable excuse exporting or attempting to export any drug to any country which prohibits the entry of such drug, shall be guilty of a criminal offence and shall be liable, upon summary conviction, to a fine not exceeding five hundred dollars and costs, or to imprisonment for a term not exceeding six months, or to both fine and imprisonment.

7. If it be proved upon oath before any magistrate that there is reasonable cause

to suspect that any drug is kept or concealed for any purpose contrary to this Act in any dwelling-house, store, shop, warehouse, outhouse, garden, yard, vessel or other place such magistrate may grant a warrant to search by day or night any such place for such drug, and if such drug is there found, to bring it before him.

8. When any person is convicted of an offence against this Act, the convicting magistrate may adjudge and order, in addition to any other penalty or punishment, that the drug in respect of which the offence was committed, or which has been seized under the search warrant as aforesaid, and all receptacles of any kind whatsoever found containing the same, be forfeited and destroyed, and such order shall thereupon be carried out by the constable or peace officer who executed the said search warrant, or by such other person as may be thereunto authorized by the said convicting magistrate.

9. Any drug now in the custody of any court, and any drug that may be seized for the violation of any law, shall be destroyed, unless such drug is claimed within three months after the passing of this Act, or after such seizure as the case may be, and it is established to the satisfaction of the court that no offence has been committed in connection therewith, or unless the court otherwise orders, provided however, that the provisions of the Customs' Act shall apply to any drug unlawfully imported into Canada.

10. If any person charged with an offence against this Act pleads or alleges that he imported, manufactured, sold or offered for sale, or had in his possession, any drug in respect of which the offence is charged, for scientific or medicinal purposes, the burden of proof thereof shall be upon the person so charged.

11. One half of any fine recovered from any person convicted of an offence against this Act may be paid to the person giving information leading to such conviction, if so directed by the magistrate.

12. No conviction, judgement or order in respect of an offence against this Act shall be removed by certiorari into any of His Majesty's courts of record.

13. The Governor-in-Council may make such orders and regulations as are deemed necessary or expedient for carrying out the intention of this Act; for the seizure of any drug that there is reason to believe is liable to forfeiture under this Act; and for the use or sale of any drug for scientific purposes.

14. The Governor-in-Council may, from time to time, add to the Schedule to this Act any alkaloids, derivatives or preparations of the drugs named in the said Schedule, the addition of which is by him deemed necessary in the public interest, and every order in council in that behalf shall be published in the *Canada Gazette*, and shall take effect at the expiration of thirty days from the date of such publication.

15. Chapter 50 of the statutes of 1908 is hereby repealed.

16. Section 4 of this Act shall not come into force until the first day of July, one thousand nine hundred and eleven.

SCHEDULE.

Cocaine, or any salts or compounds thereof.

Morphine, or any salts or compounds thereof.

Opium.

Eucaine or any salts or compounds thereof.

VISIT OF CANADIAN ROYAL COMMISSION ON INDUSTRIAL TRAINING AND TECHNICAL EDUCATION TO UNITED KINGDOM.

MUCH interest is being taken in the Mother Country in the visit of the members of the Canadian Royal Commission on Industrial Training and Technical Education, and every possible facility and assistance has been accorded the Commissioners, to the end that their inquiry into the methods of industrial training and technical education in the United Kingdom may be as complete as possible. The Commissioners have also received in London, and in other

centres which they have visited, many courtesies, social and otherwise. After visiting London, Liverpool, Manchester, Leeds, Glasgow and Edinburgh, they proceeded on May 19 to Germany, where arrangements have been made through the British Foreign Office and Colonial Office by which they will be permitted to visit the technical and trade schools of that country, and to inspect many of the leading industrial establishments. In Berlin, which the Commissioners reached on May 22, they had the advantage of the company of an English Inspector of Schools who visited Germany, and made a special report for Great Britain on Continuation Classes in Germany.

Immediately upon arrival in Berlin, the Commissioners visited a number of the Continuation Classes in that City—one for girls from 14 to 17, which was attended voluntarily, and one for boys 14 to 17, at which the attendance was compulsory. In the former, instruction was given in dressmaking, tailoring, and housekeeping, particular attention being given to housekeeping accounts. In the boys' school, instruction was given in the following trades: shoemaking, harness making, silversmithing and goldsmithing.

Dr. J. W. Robertson, Chairman of the Commission, in the letter to the Department mentioned that the officials of these schools had been found very courteous and willing to explain fully the methods of instruction which prevailed, and the success attending the same.

From Germany, the Commission, continuing its investigation of educational and industrial institutions, expects to reach Switzerland early in June, and to proceed to France. It is expected that the Commissioners will remain about two months on the continent.

During their stay in London, the Commissioners attended the meetings of the Imperial Educational Conference, which was summoned by His Majesty's Government, and was attended by leading educationalists from the Mother Country, as well as delegates from all parts of the Empire. The Commissioners were received by Lord Strathcona, Canadian High Commissioner, and by the Right Honourable Mr. Harcourt, Secretary of State for the Colonies, who evinced the utmost interest in their visit and offered the Commissioners anything that his Department could do to facilitate their inquiries. The Commissioners had the advantage in London of the advice of Sir John Struthers, Head of the Scottish Educational Department, and of Mr. R. Blair, Chief Educational Officer of the London County Council, on the subject of their inquiry. The work of the Commission also received widespread attention in the British press.

At Manchester, the Commission visited the Municipal School of Technology, the Municipal School of Commerce, and a number of branch Technical Schools also morning, afternoon, and evening classes for technical education. The Commission was received by the Lord Mayor of Manchester during its stay in that City, waiting on the Lord Mayor by invitation.

At Leeds, the Commission visited Elementary Schools with supplementary classes, including two schools called Trade Schools, where boys from fourteen to sixteen received extended training in the use of ordinary hand tools. The time spent at these schools is included by manufacturers in the apprenticeship term. Special attention was paid in Leeds also to secondary classes, and to the Leeds School of Art, which last institution is described as having a specific and striking effect upon the craft and industry of the City. The Boot and Shoe School and the School for Printers and Lithography at Leeds were closely investigated; these institutions are described as having greatly improved and extended the trades to which they relate. At Leeds the members of the Commission spent an entire evening in company with the leading educational officers and members of the School Board.

The Commission visited Glasgow and Edinburgh, securing much useful information. Dr. Robertson's view is that

more value attached to what the Commission learned in Edinburgh than from any other single place, school authorities, employés, workmen and parents all seeming to co-operate in a friendly and enthusiastic manner.

THE HOUSING QUESTION IN CANADA.

AN address on Unsanitary Housing delivered at the second annual meeting of the Commission of Conservation held at Quebec, January 17, 1911, by Dr. Chas. A. Hodgetts, Medical Advisor to the Committee on Public Health of the Commission, has been issued by the Commission in a small volume, which contains also an address on Agricultural Work in Ontario, delivered on the same occasion by Mr. C. C. James, Deputy Minister of Agriculture for the Province of Ontario. The address by Dr. Hodgetts is illustrated with a number of pictures, which show clearly that slum conditions have already begun to arise in various parts of the country. An account of these conditions is followed by a brief synopsis of the laws and regulations in force in the various provinces with regard to housing, and an account of the methods adopted in other countries to deal with this problem.

Slum Conditions.

With regard to the Province of Quebec, Dr. Elzear Pelletier, Secretary of the Quebec Board of Health, is quoted as saying: "As the population of our cities increase, the dwellings are huddled together, without any care being given to their orientation in order to secure sunshine and light for the apartments, and without reserving enough free space to allow air to circulate around the dwellings. The height of the buildings constructed is out of proportion to the width of the streets, which will look, in time, like mere lanes. Wings are built precisely in the places where they will intercept the sun's rays most directly. Some so-called improved dwellings are constructed in which half of the rooms are lighted from closed yards, which consequently contain only stagnant air. Moreover, some of these yards are only wells, styled light-wells, but where the sun can never penetrate. Rooms are made without any window whatever. And lastly, dwellings, healthy until now, are transformed into absolutely unhealthy dwellings, and tenants are always found for them."

With regard to the effects of slum conditions, Mr. J. J. Kelso, Superintendent of the Department of Neglected Children, speaks as follows: "Bad housing conditions inevitably tend to drunkeness in parents; to delinquency in children; to disorderly conduct; to wife and family desertion by men who get tired of it all; to immorality in the growing generation, owing to the lack of privacy and the consequent loss of modesty; to the spread of typhoid fever, diptheria, scarlet fever, and the ravages of the great white plague."

With reference to overcrowding in Winnipeg, Dr. A. J. Douglas, Medical Officer of Health of Winnipeg, reports: "Overcrowding notices totalled 1,852, an increase over last year, but most of these were not extreme cases, but merely verbal warnings of the inspector, whose special duty this is, that the number of beds must be reduced; for it requires ceaseless vigilance to keep within bounds the temptation of certain classes to eke out a slender living by taking in boarders, regardless of the size of their rooms or families."

The slum conditions in Canada are largely due to the arrival of poor immigrants from Europe and Asia, and they are found not only in the heart of large cities but in new suburbs, commonly known as "shack towns," where the poor are housed in dwellings little better than sheds, which are all they are able to afford.

The following reference is made to an Italian colony near Sault Ste. Marie, taken from the report of the Provincial Board of Health of Ontario, 1906, which describes this type of slum: "This colony is crowded into a lot of miserable

shacks, filthy both outside and inside; no cellars, no drainage, closets on the surface of the ground, vile beyond description; water from shallow wells, which were dirty and unfit for use, and most of them located within a few feet of the closets."

These immigrants frequently rent small houses and take in a large number of boarders, causing overcrowding. Three cases in Winnipeg are cited. In one, a foreigner accommodated forty-three occupants in five rooms; another had twenty-four in one room, and a husband and wife living in two rooms took in five roomers; and another man and wife, with six children, had from fifteen to twenty boarders in four rooms. The census of 1901 shows there were 46,154 one-room houses; 74,715 two-room houses; 97,674 three-room houses.

Canadian Health Laws.

It is stated that the present laws and regulations in force in Canada do not deal efficiently with the slum problem. These laws and regulations are, in the main, either (*a*) health measures of the Public Health Act, or regulations thereunder; or (*b*) provisions of the Municipal Code. In most provinces, the medical officer of health is authorized to inspect lands and buildings, with the object of preventing an accumulation of filth, dirt and rubbish, and has power to adopt the necessary measures for the removal of the same. Upon complaint of the existence of a nuisance, if investigation proves that the complaint is well founded, the removal or abatement of the nuisance is ordered by the medical health officer, local board of health, mayor or reeve. In some provinces, health officers are empowered to enter into or upon any premises in the daytime as often as they think necessary.

In British Columbia, it is provided that: No person shall let, or occupy, or suffer to be occupied, as a dwelling or lodging, any room which (*a*) does not contain at all times at least 384 cubic feet of air space for each person occupying the same; or (*b*) has not a window to open in the manner approved by the local board; or (*c*) has not appurtenant to it the use of water-closet, or earth-closet constructed in accordance with these regulations. If the local board is satisfied that any room or building within its jurisdiction, occupied as a dwelling-place, is unfit for such purposes, it may issue notice to the occupants requiring the premises to be put in proper sanitary condition, or may require the occupants to quit the premises. If the persons so notified, or any of them, neglect or refuse to comply with the terms of the notice, every person so offending shall be liable to the penalties imposed for infraction of these regulations, and the Board may cause the premises to be properly cleansed at the expense of the owners or occupants, or may remove the occupants forcibly and close up the premises, and the same shall not again be occupied as a dwelling-place until put into proper sanitary condition, or the Board may cause such premises to be destroyed, with the consent of two Justices of the Peace.

The Municipal Code of British Columbia also contains the following provisions with regard to Town Planning: "All future surveys into building lots of property within a city, or of property which is contiguous to the boundaries of a city, by owners or others, shall be subject to the approval of the City Engineer and the Mayor when the city has a City Engineer, or the approval of the Mayor when the city has not a City Engineer; and no plan of such survey shall be registered unless it bears a certificate of such approval, but such approval shall not be unreasonably withheld."

"The City Engineer, where the city has such an officer, or the Mayor, where the city has not a City Engineer, may sanction the subdivision of any property already subdivided into lots, and every plan of subdivision of such lots shall be certified by the City Engineer, or by the Mayor when the City has not a City Engineer, as having been approved before registration thereof."

In Alberta, it is provided that if the nuisance or unhealthy condition arises from some defect in the conformation or construction of the land or building or

if the same is unoccupied, the notice prescribed shall be given to the proprietor.

In Saskatchewan, it is provided that when regulations of the Bureau of Public Health are in force they override and supersede any municipal by-laws. The regulations issued on January 29, 1910, provide that, where a tenement is erected it shall occupy not more than 80 per cent. of the total area of the lot. But if such building is bounded on three sides by streets or lanes, ninety per cent. may be built on. The minimum height of rooms used as sleeping apartments is placed at eight feet, with provision for a minimum air space of 500 cubic feet for each occupant. Windows must open to the external air and their area shall not be less than twelve square feet. Any building or part of any building used as a dwelling place which in the judgement of the medical health officer or commissioner, has become unfit for human habitation, shall be so declared and placarded as "unsanitary and unfit for habitation." Such placard shall not be removed without the consent of the medical health officer or commissioner, and not until the place has been made fit for habitation. Any damp cellar, basement, or house shall be deemed as a nuisance. It is reported by the Commissioner of Public Health, that the placarding of premises has been done, with the result that the changes necessary to render the building sanitary have been duly carried out.

In Manitoba, it is provided that, when any officer acting under the Health Act, or any municipal by-law, removes any dirt, filth, refuse, debris, or other thing likely to endanger the public health or become a nuisance, this dirt, filth, refuse, or other thing shall be subject to the disposition of the officer removing the same, and the owner shall have no claim in respect thereof.

In 1909 an amendment to the charter of the City of Winnipeg was passed by the Legislature conferring upon the City powers to enact by-laws, defining, regulating, governing, and controlling all matters connected with air space, the ventilation, the fireproof character, the sanitation, the size of the rooms, the position of public corridors, the position, number, character of all urinals, lavatories or water closets of ordinary apartment or tenement houses; the portion of any lot to be occupied by such apartment or tenement house, and to do all things and prescribe all rules and regulations necessary from time to time respecting the health and welfare of persons occupying any apartment or tenement house. Under this Act, a by-law has been passed prohibiting the erection of wooden tenements, two storeys in height, and relating to the occupation of basements in tenement places.

In a publication entitled "General Information Regarding Public Health," the Provincial Board of Health of Manitoba, says: "Dwelling houses should never be built upon a wet site. Dryness can be obtained by thorough draining. A wet site is an important factor in the production of many diseases, such as consumption and rheumatism. A dwelling house should never be built upon a lot which was low, but has been filled up with manure and other refuse. Such made-up ground simply requires merely the introduction of the germs of infectious diseases to become a hot bed for their propagation. Young children in such houses suffer from cholera infantum during the summer months."

In Ontario, no person is allowed to store any rags, bones, or other refuse in any building used as a dwelling, or upon any premises within the municipality, unless the same are kept or stored in a suitable building, approved by the Medical Health Officer. The Medical Health Officer or any Sanitary Inspector acting under instructions, may at any time of the day or night, as often as he thinks necessary, enter into a lodging house, tenement where rooms are rented, or a laundry where the owner or employés reside upon the premises, and other buildings where such officer has reason to suspect that the same are overcrowded, or occupied by more persons than is reasonably safe for the health of such occupants, and that the sleeping rooms containing less than 400 cubic feet of air for each adult occupant shall

be deemed to be overcrowded, and the health officer should take such steps as are necessary to remedy the evil. The medical health officer is empowered to order the owner or occupant of any premises that are in a filthy state, either to remove the inmates, or remove the cause of the filth, and place the premises in a condition fit for human habitation. Penalties are provided for failure to obey the orders of the medical health Officer.

In Quebec, where a house or other habitation is ascertained to be unhealthy, the municipal sanitary authority may cause the persons inhabiting it to leave it and forbid their return until the same has been rendered healthy in the manner prescribed by law. Under the Municipal Code, the Municipal Council has power to authorize its officers to visit and examine all property, houses, or buildings, to ascertain whether the by-laws of the Council are carried out, and to oblige the owner or occupants of such properties to receive the officers and to answer truly all questions put to them relative to the carrying out of the by-laws.

In New Brunswick, the Provincial Board of Health makes regulations requiring the local Boards of Health in all cases where malignant diseases are discovered to exist within any dwelling in an unhealthy locality, or in a filthy condition, to compel the occupants of such house to remove therefrom, and to place them under sheds or tents, or other good shelter, in some more healthy situation, until the house has been cleansed or disinfected.

In Nova Scotia, when any tenement used as a dwelling is so unfit as to endanger the public health, the local Board may order it to be vacated within a reasonable time. In case of disobedience of the order, or the re-occupation of the dwelling without a permit, the local Board may direct a warrant to the sheriff or constable to enforce compliance with the order. If any house, building, cellar or lot is in a state likely to endanger the public health, the local Board shall cause notice to be given to the owner or occupant, requiring them to remove cause of complaint. In case of neglect the local Board shall cause the same to be removed.

Town Planning in Foreign Countries.

A brief statement is given of the work in other countries, with reference to Town Planning and the abolition of slums. In Germany, efforts have been directed along the following lines: (*a*) town planning; (*b*) the construction of model tenements; (*c*) the encouragement of private builders and of co-operative building societies: (*d*) the demolition of slums, either by the destruction of old tenements and their replacement by new model ones, or by business offices and parks; (*e*) the repair of existing dwellings so as to make them sanitary.

At the same time, German cities are establishing the "Zone System" of town planning, whereby the industrial buildings are grouped in the centre, and the dwelling houses are placed in suburbs. In Cologne, the height of buildings, in the centre of the city, is limited to five storeys, with a mansard roof, while in other portions of the municipality, no building shall be over three storeys or occupy more than forty per cent. of the lot. In 1900, these regulations were made compulsory for all towns in Saxony. In Belgium, the chief feature of housing is the existence of villages scattered throughout the country, which has been made possible by the development of a complete system of cheap workmen's trains, by which a round trip ticket for a six mile ride, each way, may be purchased for less than 25 cents per week, while for a man living twelve miles from work the cost is 30 cents, and for thirty miles, fifty cents per week.

In Great Britain, the movement is in the line of decentralization, as contrasted with the German methods to centralize all industries and population. The earliest legislation was "The Housing of Working Classes Act," of 1890. Part I. of this Act applies to urban districts dependent upon official representation by local authority for the wholesale clearance of slums and the erection of model municipal dwellings in other places. Part II makes it com-

pulsory upon the owner to set in order unfit habitations and provides for the demolition of houses where the owner refuses to act; while Part III gives to local authorities the power to buy land, erect houses and lay out open spaces for parks, playgrounds, and gardens.

The latest legislation is "The Housing and Town Planning Act" of 1909. This Act gives freedom to local authorities, and more particularly, rural district authorities, to exercise the powers granted by the Housing Act, which formerly have been granted to urban authorities. Obstacles in the matter of procedure are removed, the period is restricted for which loans may be left outstanding; and increased facilities are afforded for the acquisition of land. A new branch of the Local Government Board was created for the better administration of both the "Housing and Working Classes Act," and "The Town Planning Act." It provides for every County Council appointing a Medical Health Officer, who shall devote the whole of his time to the duties of his office. It is made imperative upon every county council to establish a public health and housing committee, and it is made their duty to promote the formation and extension of building societies, by making grants or advances to them.

The Local Government Board requires streets intended for carriage ways to be not less than 36 feet wide, and that every street more than 100 feet in length must be constructed as a carriage way.

No domestic building can be erected unless it has in front of it an open space of 24 feet; measured from the external face of any wall or building it shall front, and at the rear of such building there must be an area of 150 square feet, without any building thereon.

REPORT OF THE DOMINION SHAD FISHING COMMISSION, 1908-1910.

ON June 4, 1908, a commission, composed of Professor Edward E. Prince, as Chairman, and Mr. Simon Melanson and Mr. Samuel F. Morrison as commissioners, was appointed by the Honourable L. P. Brodeur, Minister of Marine and Fisheries, for the purpose of investigating the shad fishing industry of Nova Scotia with a view to ascertaining the cause of its decline and means of reviving it. The Commission was appointed in response to a memorial presented by a number of members of the Legislative Council and House of Assembly of Nova Scotia.

The report of the Commission, which has recently appeared, contains much valuable information on the fishing industry. It is shown in a table that the value of the shad fisheries has declined from $57,960 in 1878, to $5,980 in 1908, and in that period the number of barrels filled declined from 7,245 to 598. The causes for the decline are said to be the destruction of spawning shad by nets, the obstruction of rivers, by dams, etc., destruction of fish by stake nets, and the pollution of rivers by sawdust.

Among the recommendations for the re-establishment of this industry are the following: That shad nets be confined to tidal waters only; that the use of nets for shad or salmon be prohibited from August 15 to July 1, for three consecutive years; that salmon nets with a mesh of not less than 6½ inches be used from March 1 to August 15; that all brush weirs in the Bay of Fundy be provided with gates; that everyone engaging in shad or salmon drifting shall annually obtain a permit from the local overseer, and at the end of the season shall make returns to him of his catch; that reserves be established on the following rivers: the Annapolis and Nictau; the Gaspereau, the Avon, the Shubenacadie, the Stewiacke, and the Petitcodiac; that the fishing patrol be increased, and new hatcheries be established for shad, and that dams and obstructions of rubbish in the numerous streams resorted to by spawning shad, etc. be removed by the local fisheries officers.

MANITOBA LEGISLATION AFFECTING LABOUR, 1911.

THE first session of the thirteenth Legislature of the Province of Manitoba convened on February 9 and prorogued on March 24, seventy-four acts being passed during the session. A review of the acts of the session of importance to industry and labour is presented in the following article.

Employment and Adoption of Children.

An Act was passed amending "The Childrens' Protection Act" of Manitoba, making it unlawful to employ habitually any child under the age of twelve years, between the hours of 9 o'clock p.m. and 6 o'clock a.m., and also making it unlawful to employ any child under the age of sixteen years in any occupation likely to be injurious to his life, limbs, health, education or morals.

It is further provided that newspaper and magazine publishers in Manitoba receiving and publishing any advertisement dealing with the adoption, boarding out or care of any infant under the age of thirteen months, must procure from the advertiser in writing his or her name, address, and occupation, and must forward these particulars to the Superintendent of Neglected Children, immediately after the first publication of the advertisement.[1]

Licensing of Chauffeurs.

An Act was passed amending "The Motor Vehicle Act," which among other matters contains new provisions for the licensing of chauffeurs. Applications for a license to operate motor vehicles as a chauffeur must be made to the municipal commissioner upon blank forms prepared by him, and must be accompanied by a fee of $5. Applicants must pass an examination as to qualifications, and the municipal commissioner is required to appoint examiners and to cause such examinations to be held at convenient points throughout the province, as often as may be necessary. Licensed chauffeurs are required to wear, while in charge of a motor vehicle, a badge provided by the municipal commissioner, with the words "Manitoba Licensed Chauffeur" on it, and the number assigned to the wearer. Licenses shall remain in force for one year from April 1. No chauffeur's license shall be issued to any person under eighteen years of age, and no chauffeur or other person shall operate any motor vehicle upon any public highway in the absence of the owner, or without his consent.[2]

Payment for Employes in Hospitals.

An Act was passed to amend "The Charities' Aid Act" which provides that if there is admitted to any hospital as a patient an employé of any person, firm, or company whose practice is to charge or deduct from the salary or wages of their employés a fee for medical attendance, and if any municipality or the municipal commissioner pays for his or her maintenance there, the amount so paid may be recovered from the employer.[3]

Building Permits and Plumbing Inspectors.

An Act was passed to amend "The Municipal Act," requiring among other things that permits to erect and repair buildings within a municipality must be obtained from the building inspector or other duly authorized officer, and on application for such permit a copy of the plans and specifications of such buildings must be filed, such plans to include provisions for compliance with "The Municipal Act," "The Public Health Act," and the by-laws of the municipality with regard to sanitary and other matters. It also provides for the appointing of one or more plumbing inspectors, who shall have the right to enter on the premises of persons, firms, or corporations at all reasonable times, and for prescribing a fee for inspection.[4]

Amendment to "Threshers' Lien Act."

An act was passed to amend "The Threshers' Lien Act" requiring owners of

[1]Chapter 6. [2]Chapter 28. [3]Chapter 5. [4]Chapter 31.

threshing machines to make returns to the Department of Agriculture and Immigration on the seventh day of each month during the threshing season, of the quantities and kinds of grain threshed during the preceding calendar month. A penalty not to exceed $25 is imposed for failure to make such returns.[5]

Miscellaneous.

Among the Acts passed during the session were two relating to the "Licensing of Extra Provincial Corporations," and others to amend "The Manitoba Insurance Act," to amend "The Liquor License Act," to regulate moving picture exhibitions, to amend "The Shop Regulations Act," to incorporate "The Public Live Stock Markets Board," and to amend "The Steam Engineers' Act".

Bills were introduced for the protection of persons employed in the construction of buildings; to regulate the art of embalming, and to incorporate the Winnipeg Motor Trades Association. These, however, did not become law.

[5]Chapter 69.

PROFIT SHARING ARRANGEMENT OF W. J. GAGE AND COMPANY.

A PROFIT-SHARING scheme in force in the establishment of Messrs. W. J. Gage & Company, manufacturing stationers and publishers of Toronto, Ont., is stated by the firm to be not only greatly appreciated by the staff but to be of real service to business. An account of this system of profit-sharing has been kindly supplied to the Department by the Company.

For the purposes of profit-sharing, the staff is divided into two classes, viz.: heads of departments and employés. A block of the capital stock of the Company was transferred to the president, who in turn allotted to each of the heads of the departments a certain amount of stock, the amount varying with the experience and length of service of the beneficiary. The transfer was made under an agreement between the president and each individual concerned, by which the first charge on the dividend declared on the stock is that of reasonable interest on the stock remaining unpaid. The remaining portion of the dividend, after paying this interest, is then applied on the purchase of the stock, together with such further sums as the beneficiary may desire to apply. If in any year no dividend is declared by the Company, no interest shall be charged, and if in any year the dividend falls below the rate fixed for interest the dividend shall be regarded as paying interest in full. The agreements are for a term of ten years, at the end of which time the entire stock, or such as has been fully paid for, becomes the property of the beneficiary. Should the beneficiary die or leave the service of the Company, it is then the president's privilege to buy back the stock, paying for it the full amount paid in by the beneficiary.

For the benefit of the employés who are not provided for by the above arrangement, it has been the custom of the firm for a number of years to distribute among those who have been continually in their employ for at least twelve months a percentage of the profits earned. This distribution is based on the wage or salary of each employé.

MEASURES ADOPTED BY PUBLIC BODIES IN CANADA TO ENSURE TO WORKMEN PAYMENT OF FAIR OR CURRENT RATES OF WAGES AND PROTECTION IN THEIR HOURS OF LABOUR AND OTHER CONDITIONS OF EMPLOYMENT.

UNDER instructions from the Minister of Labour an effort has been made by the Department of Labour to ascertain the nature and extent of measures which have been adopted by public bodies throughout Canada to ensure the workmen employed in the excution of public works the payment of fair or current rates of wages and protection in the matter of their hours of labour

and other conditions of employment. To this end a circular letter was addressed by the Deputy Minister of Labour in the fall of 1910, to the Deputy Provincial Secretaries of the several Provinces, also to mayors and clerks of municipalities throughout Canada having a population of 4,000 and upwards as shown in the last census return, and to the clerks of school boards in the above mentioned communities. The circular letter in question was accompanied by blank forms containing twelve questions to which answers were desired.

The purpose of the present article is to make known to all interested the steps which have been taken by the Dominion Government and by various provincial, municipal and school authorities in this regard.

Fair Wages Resolution of House of Commons.

On March 12, 1900, a resolution in the following terms was introduced in the House of Commons of Canada, upon motion of Honourable William Mulock, Postmaster General:—

> "That it be resolved, that all Government contracts should contain such conditions as will prevent abuses, which may arise from the sub-letting of such contracts, and that every effort should be made to secure the payment of such wages as are generally accepted as current in each trade for competent workmen in the district where the work is carried out, and that this House cordially concurs in such policy, and deems it the duty of the Government to take immediate steps to give effect thereto.
>
> "It is hereby declared that the work to which the foregoing policy shall apply includes not only work undertaken by the Government itself, but also all works aided by grant of Dominion public funds."

The resolution in question was adopted on July 17 following, and was at once accepted by the Dominion Government as the basis of a Fair Wages policy which has since been applied to works of construction carried out under the authority of the Dominion Government, also to the manufacture of certain classes of supplies for the use of the Government service and to works aided by grant of Dominion public funds.

An Order-in-Council was also adopted on August 30, 1907, by which it is required that:—

> "1. Contractors shall post in a conspicuous place on the public works under construction, the schedule of wages inserted in their contracts, for the protection of the workmen employed. 2. Contractors shall keep a record of payments made to workmen in their employ, the books or documents containing such record shall be open for inspection by the Fair Wages Officers of the Government at any time it may be expedient to the Minister of Labour to have the same inspected."

In the revision of the Railway Act in 1903, additional force was given to the Fair Wages Resolution by the insertion of a section (No. 205) requiring the payment of current rates of wages to workmen engaged in the construction of any line of railway towards which the Parliament of Canada has voted financial aid by way of subsidy or guarantee, the section in question being as follows:—

> "In every case in which the Parliament of Canada votes financial aid by way of a subsidy or guarantee towards the cost of railway construction, all mechanics, labourers or other persons who perform labour in such construction shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed; and if there is no current rate in such district, then a fair and reasonable rate; and in the event of a dispute arising as to what is the current or a fair and reasonable rate, it shall be determined by the Minister, whose decision shall be final.—3 Edward VII, c. 58, s. 205."

Following the example which was set by the Dominion Government, a number of the Provinces have adopted

similar provisions for the protection of workmen employed in connection with Provincial public works, and a like policy has also been inaugurated by various municipalities throughout the Dominion.

I.—FAIR WAGES POLICY OF DOMINION GOVERNMENT.

THE operation of the Fair Wages policy of the Dominion Government may be considered under three headings:

(1) The preparation of schedules of current rates of wages for insertion in Government contracts. (2) The examination by the Fair Wages Officers of schedules of rates of wages paid by contractors in connection with the manufacture of certain classes of supplies for the use of the Government. (3) The investigation of complaints as to non-payment of current rates of wages or non-conformance by contractors to other labour conditions contained in their contract.

The total number of Fair Wages Schedules which have been prepared by the Dominion Government since the inception of the above policy is 1900, of which

855 were prepared for the Department of Railways and Canals.
822 for the Department of Public Works.
155 for the Department of Marine and Fisheries.
68 for other Departments.

The number of Fair Wages Schedules prepared during the year ending March 31, 1911, is as follows:

190 for the Department of Public Works.
48 for the Department of Railways and Canals.
14 for the Department of Marine and Fisheries.
23 for other Departments.

The works to which these Schedules applied have included the construction of public works of many different kinds in all parts of Canada, among them public buildings, various works along the lines of the Government Railway System, canal works, harbour and river works, &c.; also the construction of lines of railway in different parts of the country aided by grant of Dominion public funds.

In most of the contracts to which the Fair Wages policy of the Dominion Government applies, the rates of wages which must be paid to the various classes of labour to be employed are specified in the contract. In other cases where no established rates exist in the district for the classes of labour required, a general clause is inserted to ensure that all mechanics, labourers, or other persons performing labour in connection therewith "shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property, or in the case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages or what are the current hours fixed by the custom of the trade it shall be determined by the Minister of Labour, whose decision shall be final. These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys owing to them as if such moneys were payable to them in respect of wages."

Method of Preparing Fair Wages Schedules.

The plan which is adopted in the preparation of Fair Wages Schedules is as follows: The Department of the Government which is about to invite tenders for a contract, in which it is intended to insert the Fair Wages Schedule, sends a request to the Department of Labour to have such Schedule prepared. In the event of the necessary information not being otherwise available one of the Fair Wages Officers is thereupon sent to the

locality in which the work is to be performed, to ascertain what are the rates of wages and hours of labour current in such locality for workingmen belonging to each of the several classes likely to be engaged in the construction of the work for which tenders are being sought. The Officer prepares a schedule, on the facts ascertained by investigation in the locality, setting forth what may be considered a fair basis of minimum wage payment to be made to the several classes of labour. This schedule is transmitted to the Department concerned for incorporation in the terms and conditions of the proposed contract, and therefrom tenderers know in advance the rates of wages which they will be required to pay the workmen. On the execution of the contract the schedule is published in the *Labour Gazette*.

The form used by the Department of Labour in the transmission of Fair Wages Schedules to other Departments is as follows:

Department of Labour, Canada.

Schedule of current wages and working day hours for the several classes of labour to be employed in connection with the.....
at.....to be inserted in a contract to be awarded by the Department of.....

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rate of Wages, Not less than:

Labour Conditions in Dominion Contracts.

The forms of contract employed by different Departments of the Government differ from one another in certain respects, having regard to the nature of the work to be performed. On this account also the labour conditions are somewhat different in the case of works of construction from those employed in contracts for Departmental supplies.

The form of contract in use by the Department of Public Works for works of construction provides that in case any labour is required on the works for which no rate has been fixed in the Fair Wages Schedule, the Engineer, or other officer authorized by him, may fix the minimum rate of wages payable in respect thereof, "which shall not be less than the rate of wages generally accepted as current for competent workmen in the same or similar trades or classes of labour in the district where the work is being carried on."

It is stipulated that the contractor shall post and keep posted in a conspicuous place on the works under construction, the Fair Wages Schedule for the protection of the workmen employed, and also keep a proper record of all payments made to workmen in his employ, and that the books and documents containing such record shall be open for inspection by the Fair Wages Officers at any time that it may be expedient for the Minister of Labour to have the same inspected. It is also provided that no labourers who are not citizens or residents of Canada shall be employed about the works without the consent of the Minister of Public Works.

Contractors before being entitled to payment for work performed are required to furnish statements showing the rates of wages paid to the various classes of labour employed and for the hire of teams and also showing any amounts remaining unpaid in respect of such wages or hire, and should any contractor, after notice from the engineer, fail to pay such wages or for such hire of teams, the Minister of the Department concerned may himself make such payments, deducting the same from the amounts then or thereafter due to the contractor. The contractor must also, at his own expense, make adequate arrangements with respect to sanitation and the preservation of health on the works. It is stipulated that no portion of the work shall be done by piece-work. It is further stipulated that no subcontract shall be recognized by His Majesty, the contractor being held responsible for the proper performance of the work as a whole.

Fair Wage Conditions in Transcontinental Railway Contracts.

In the standard form of contract in use in connection with the construction of the National Transcontinental Railway it is specified that:

"All mechanics, labourers, or other persons who perform labour for the purposes of the construction of the works hereby contracted for shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and, in the event of a dispute arising as to what is the current or a fair and reasonable rate, it shall be determined by the Commissioners, whose decision shall be final.

"This Agreement is subject to the regulations now in force or which may at any time hereafter be in force during the construction of the works hereby contracted for, made under the authority of the Department of Labour and which are or shall be applicable to such works."

It is further directed in Transcontinental Railway contracts that:

"All the works carried on under this Agreement shall be subject to the provisions of the Act respecting the Preservation of Health on Public Works and to all regulations made or to be hereafter made pursuant to the said Act, or by any other lawful authority, and applicable to such works, and to any regulations which may be adopted by the Commissioners in reference to sanitation or the preservation of health on public works.

"The contractor shall at his own expense make adequate arrangements for the medical and sanitary supervision of all his employés, and shall for that purpose employ the necessary duly qualified medical practitioners, furnish and provide all necessary medicines, surgical instruments, and hospital accommodation to the satisfaction of the Chief Engineer.

"The duties of the medical staff shall include not only the attendance on sick or injured men, but the inspection of the sanitary arrangements of all camps, dwellings and works, at least once a month, or oftener, if, in the opinion of the Engineer it is necessary."

Permission is given the contractor to make specified deductions from employés' wages as compensation for such medical supervision.

Section 29 of the form of contract also provides as follows:—

"The contractor shall promptly pay for all labour, services and material, in or about the construction of the work and all payments for such purpose shall be made by the contractor at least as often as payments are made by the Commissioners to the contractor, and in the event of failure by the contractor at any time to do so, the Commissioners may retain from any moneys due or to become due to the contractor such amount of money as the Chief Engineer may deem sufficient to make such payments. If the Engineer reports that there is reason to fear that any such payments will not be promptly made by the contractor, the Commissioners may pay for any such labour, services and material from any date to any date and to any amount which may be payable and may charge the same to the contractor, and the contractor covenants with the Commissioners to repay at once all and every sum so paid. Before final settlement is made between the parties hereto for work done and materials furnished under this contract, the contractor shall and will produce and furnish evidence satisfactory to the Commissioners that the said work and any other property of the Commissioners upon which said work may have been constructed and all structures are free and clear from all liens for labour, workmanship, materials or otherwise

and that no claim then exists in respect of which a lien upon the said work or property of the Commissioners could or might attach. And the contractor shall protect and hold harmless the Commissioners and all their property from any and all kinds of liens accruing from labour and services performed and material furnished or otherwise and any of the same in and about the said work."

Grand Trunk Pacific Fair Wages Clause.

Provisions are also inserted in contracts for the protection of the labour employed on the western division of the Transcontinental Railway, which is now under construction by the Grand Trunk Pacific Railway Company.

The Fair Wages Clause which has been embodied in contracts of the Grand Trunk Pacific Railway Company is as follows:—

"All mechanics, labourers or other persons who perform labour in the construction of the works hereby contracted for shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and, in the event of a dispute arising as to what is the current or a fair and reasonable rate, it shall be determined by the Minister of Labour, whose decision shall be final."

Conditions for Avoidance of Sweating.

The Post Office Department was the first Department of the Dominion Government to insert in its contracts clauses for the avoidance of the sweating system. Stipulations to this end were, in fact, inserted by that Department before the passing of the Fair Wages Resolution by the House of Commons in 1900. In 1901, steps were taken by the then Postmaster-General to ensure that not only in work performed under contract for that department, but in all classes of supplies furnished, care should be taken to ensure that the persons furnishing these supplies paid their employés fair wages and had their work performed under fair conditions.

Since the inception of this policy, supplies to an amount of $1,008,694.73 have been furnished to the Post Office Department by contract or by purchase, subject to conditions for protection of the labour which has been employed thereon. The value of such supplies during the year ending March 31, 1911, was $133,864.98. In all such contracts, contractors are required to furnish to the Post Office Department statements of the rates of wages paid the workmen employed in connection with it, the same being subsequently submitted to the Fair Wages officers of the Department of Labour for examination.

With a view to the avoidance of the sweating system, and securing payment to the workmen of fair wages, and the performance of the work under proper sanitary conditions, contracts for military clothing and other military supplies have also been made subject to specified regulations, which it is believed have been of substantial value to the workmen concerned.

Investigation of Complaints.

The practice adopted in connection with complaints as to violations of Fair Wages conditions of any contract is as follows: Where a complaint has first been received by the Department of Labour, the Department of the Government affected is informed of the nature of the complaint, and if the circumstances require, the Department of Labour, at the request of the Department concerned, causes a special investigation to be made. In such case, one of the Fair Wages Officers has to be sent to the locality from which the complaints came, and there conduct an inquiry. His report is then submitted to the Minister of Labour, and subsequently transferred, along with the recommendation of the Department, to the Department of the Government by which the contract was awarded, the latter then taking such

action as the circumstances require. Tables have been published in the Annual Reports of the Department of Labour, showing the nature of the more important investigations made by the Fair Wages Officers in successive years, the nature of the claims presented to them, and the disposition of the same.

II.—PROVINCIAL FAIR WAGES REGULATIONS.

It was ascertained through the special inquiry above referred to that the following Provinces of the Dominion have adopted Fair Wages regulations, namely, New Brunswick, Quebec, Ontario, Manitoba, Saskatchewan, Alberta and British Columbia.

Nova Scotia.

In Nova Scotia, whilst no specific regulations have been adopted in regard to wages and hours, the prevailing rates of wages in the particular locality are paid for day labour employed on public works. A provision is inserted in all Government contracts that if the contractor does not pay the amount due by him for wages or supplies the Government may pay and charge the payment against the contractor.

Prince Edward Island.

In Prince Edward Island it was found that there are no specific regulations in respect of either rates of wages or hours of labour to be adhered to in the execution of public works, whether by day labour or by contract.

New Brunswick.

In New Brunswick, under an Act of the Assembly and directions from the Government, authority is derived for the insertion in contracts of a general clause in the following terms:—

> "Wages to be paid to workers engaged in the work shall be wages as are generally accepted as the current wages in each trade for competent workmen in the district where the work is carried on. And, further, the contractor agrees to fix in some public place near where the work is carried on, a sheet of paper on which shall be written the wages paid for the different kinds of work."

These provisions are applicable also to work carried on by day labour.

Quebec.

In Quebec a resolution was adopted by the Legislative Assembly on April 14, 1908, on motion of Honourable L. A. Taschereau, Minister of Public Works and Labour, in the following terms:—

> "That all Government contracts should contain the necessary conditions for preventing abuses that might occur in sub-contracts and that every possible effort should be made to pay workmen the wages current in the locality where the work is done, as paid to competent workmen, and this House heartily concurs in such policy and considers it the Government's duty to give immediate effect to this resolution."

Under the procedure followed by the Provincial authorities for the observance of the foregoing regulations the Factory Inspectors of the Province are instructed to report to the Department concerned any shortage in payment of wages by contractors. It is also open to workmen employed by contractors on public works to make complaint of any violation of the Fair Wages regulations which may have occurred in the execution of any contract.

The Fair Wages clause which is inserted in public works contracts is in the following terms:—

> "In the execution of his contract, the contractor shall pay to all persons employed by him in the execution

of the said works reasonable wages, and shall conform in all points to the resolution concerning the wages of workmen adopted by the Legislative Assembly in the session of 1908."

Ontario.

In Ontario an Act was passed in 1896, which provided for the payment of wages for labour performed in the construction of public works by employés of contractors or sub-contractors out of securities held by the Crown. A list of employés is to be furnished by the contractors when required. The Government may retain a portion of any subsidy granted towards the construction of any railway or other work and may pay wages thereout. All Acts representing subsidies to railways since have included sections providing for the payment of current rates of wages, against the overcharging of workmen for board and accommodation, and for the observance of proper sanitary regulations in construction camps. On April 4, 1900, a Fair Wages Resolution, similar to that of the House of Commons of March 12, 1900, was passed by the Legislature of Ontario. In public works of the Province of Ontario, whether performed by contract or day labour, provision is made for the payment of the union rate of wages to the workmen employed. In the case of contracts, a general clause is inserted in the following terms:—

"The contractor or contractors to whom this contract is awarded are required to pay the men employed on the work the union rate of wages."

Temiskaming and Northern Ontario Railway Commission.

The Temiskaming and Northern Ontario Railway Act contains the following clause in respect of the rates of wages to be paid to workmen by the Temiskaming and Northern Ontario Railway Commission:—

"The workmen, labourers and servants employed in or about the construction and operation of the said railway and works shall be paid such rates of wages as may be concurrently payable to workmen, labourers and servants engaged in similar occupations in the District in which such railway and works are constructed and operated."

In accordance therewith, a general clause is inserted in all contracts entered into by the Temiskaming and Northern Ontario Railway Commission as follows:—

"The contractor shall not at any time, in connection with the said work, or any matter arising out of or connected with this contract, employ any person or persons in contravention of the Alien Labour Act or the provisions of the Railway Act of Ontario respecting employment of alien labour, and shall pay to all workmen, labourers and servants employed in or about the work such rates of wages as shall or may be concurrently payable to workmen, labourers and servants engaged in similar occupations in the District in which the said work shall be performed, and shall be responsible for the observance by all sub-contractors on their part of the provisions of this clause, and in the event of the Commission, who shall be the sole, absolute and final judge of these matters, being satisfied at any time that the contractor or any sub-contractor has been guilty of any violation of any of the provisions of this clause, the Commission shall have the right from time to time, and as often as it shall be satisfied that any such violation has taken place to withhold all payments from the contractor until such violation of any of the provisions of this clause shall in the opinion of the Commission have ceased, and until such amends as the Commission shall require shall have been made for all such violation, and on being notified by the Commission of any such violation it shall be the duty of the Engineer to withhold all certificates from the contractor until the Commission shall be satisfied that such violation has ceased, and until amends shall have

been made to the satisfaction of the Commission as aforesaid."

Manitoba.

In Manitoba a Fair Wages Resolution was adopted by the Provincial Legislature in February, 1907. Under the authority of the foregoing, provisions have been inserted in all Government contracts of every description for the protection of the labour to be employed. A schedule is inserted in all contracts providing for specified minimum rates of wages which must be paid to the various classes of labour to be employed and the maximum number of hours per day. The schedule is intended to include all classes of labour required for the performance of the work, but if any labour is required which is not provided for in the schedule, the Minister or officer appointed by him is empowered to fix a minimum rate of wages payable in respect of any such labour, "which minimum rate shall not be less than the rate of wages generally accepted as current in each trade or class of labour for competent workmen in the district where the work is being carried out." Provision is made also that no portion of the work is to be done by piece work; that all workmen employed shall be residents of Canada, unless the Minister is of opinion that Canadian labour is not available or other special circumstances exist which would render adherence to this policy contrary to the public interest; that whenever the Fair Wages Officer is not satisfied as to the wages paid he shall have the power to examine the time sheets and pay rolls; that a schedule of wages paid to the different classes of labour employed shall be posted in a conspicuous place; that the contractor shall, at least once a week, furnish a statement showing particulars of any wages remaining unpaid; and that if any person employed on the work is paid at a less rate than that specified in the schedule the Minister shall be entitled to deduct such shortage from the monies due the contractor and either retain the same for the Department's use or pay the money over to the workman. A Fair Wages Officer is employed by the Government of Manitoba under the authority of the Public Works Department to ensure the observance of Fair Wage and other conditions for the protection of the labour employed.

Saskatchewan.

In Saskatchewan all work under the authority of the Department of Public Works is carried on by contract, and work under the authority of the Department of Railways and Telephones is generally carried on by day labour. All contracts call for the established rate of wages in the district where the work is being carried on, and in some instances the hours of labour are similarly regulated, the same provisions being applicable to day labour. This policy was adopted in 1905, on the order of the Honourable Walter Scott, Premier and Minister of Public Works, and was afterwards inserted in other contracts on the order of the Ministers in charge of the various Departments carrying on public works. It applies to such works as public buildings, roads, bridges and construction of telephone lines. The general clause which is inserted in contracts is in the following terms:—

> "The contractor shall employ none but skilful experienced workmen and their apprentices and shall not pay less than the established rate of wages paid in the locality where the work is being done. As far as possible, none but Canadian workmen are to be employed on the works."

A clause is also inserted in all Government contracts giving the Minister power to pay any claims filed by workmen for wages due, the amounts so paid to be deemed a payment to the contractor. In contracts governing the construction of bridges a clause appears fixing a minimum rate of 20 cents per hour for labourers and 40 cents per hour for teams. A Fair Wages Officer is employed by the Provincial Government to enforce observance of the Fair Wages Clause.

Alberta.

In Alberta since 1906 departmental regulations have provided for the protection of workmen in contract work and day labour in respect of the rates of wages to be paid, the hours of labour being governed by local labour union rules. This applies to buildings and telephone construction. No schedule of the rates of wages and the hours of labour to apply to the various trades or classes of labour employed is inserted in Government contracts but a general clause is instead employed in the following terms:—

> "It is distinctly understood that the contractors have accepted this contract upon the understanding that they will pay the labourers, workmen and mechanics employed by them the current rate of wages of such labourers, workmen and mechanics in the locality where they are employed."

British Columbia.

In British Columbia a resolution was adopted by the Legislative Assembly in 1900, in the following terms:—

> "That in the opinion of the House, all Government contracts should contain such conditions as will prevent abuses which may arise from the subletting of such contracts, and that every effort should be made to secure the payment of such wages as are generally accepted as current in each trade for competent workmen and for labourers in the district where the work is carried out; and it is hereby resolved that the work to which the foregoing policy shall apply includes not only work undertaken by the Government itself, but also all work aided by a grant of Provincial public funds and all works carried on under franchise granted by the Government, and that the aforesaid policy shall be forthwith applied to every department of the public service and to all parties now performing services for the Government.
>
> "Also that in all contracts, leases and concessions, of whatsoever kind entered into or made by the Government, provision be made that no Chinese or Japanese shall be employed in connection therewith."

In 1903 the Legislature adopted the following resolution regarding the hours of labour:—

> "That hereafter, not exceeding nine hours' work shall constitute a day's work for all foremen, workmen or labourers employed directly by the Government on roads, streets, wharves or bridges."

These provisions are applicable to all kinds of work, whether carried on under contract or by day labour, the regulation regarding hours of labour being used whenever possible.

In accordance with the first mentioned resolution a clause is inserted in all contracts, in the following terms:—

> "The contractor shall pay all persons employed by him upon the works not less than the wages current (at the date of his tender) in the district in which the work is being carried on for competent workmen and labourers; and shall pay such wages in cash, during the progress of the works, on or before the fifteenth of each calendar month, and all balances on or before the expiration of one calendar month after the completion of the contract.
>
> "Should the contractor fail to pay such wages as aforesaid, the Minister of Public Works may pay the same to such persons and deduct such sum or sums from any moneys due, or to become due, to the contractor. And such payments shall be regarded as payments made to the contractor, and shall operate as a discharge pro tanto of any moneys due, or to become due, to the contractor.

If it is reported to the Provincial Government that the purport of these resolutions has been violated, inquiries are at once made and if the reports are confirmed the matter is rectified.

III.—MUNICIPAL FAIR WAGES REGULATIONS.

Halifax.

In 1908, the City Council of Halifax fixed the present minimum rate of wages for work performed by day labour in connection with all construction and maintenance work, the hours of labour (nine) having been fixed by that body in 1895. No provision is made in contracts for the protection of the labour to be employed, as all work, except buildings, is carried on by day labour.

Sydney.

A resolution was adopted by the City Council of Sydney on July 2, 1909, in the following terms:—

"In all contracts hereafter entered into by the City in the performance of which labour shall necessarily be employed in the city, there shall be inserted the following provisos:—

"1. A Fair Wage Schedule arranged annually on or before the fifteenth day of July in each year by a special committee of Council and a committee of the Trades and Labour Council;

"2. A provision against sub-letting on the part of the contractor without the City's consent, and in the event of sub-letting that all the terms of the contract be binding upon the sub-contractor;

"3. That preference be given in the employment of labourers to residents of the city of Sydney;

"4. Such other provisions as in the opinion of the committee having charge of the matter are essential to the effective accomplishment of the objects sought herein."

These regulations are applicable to all work done under contract, such as new buildings, sewer extensions, and concrete and gutter sidewalks.

In accordance with the above resolution a schedule specifying rates of wages and hours of labour is inserted in contracts, as well as other labour conditions, of which the following is given as an example:—

"The following conditions are incorporated in and shall form part of this specification:—

"1. The contractor shall not assign or sublet this contract or any part or parts thereof for the execution of all or any portion of the work included in this contract without the consent of the City Council, and if such sub-letting is consented to by the City Council all the terms of the contract shall be binding upon the sub-contractors.

"2. All workmen employed upon the work comprehended in and to be executed pursuant to the said contract shall be residents of the city of Sydney, unless the Board of Works is of opinion that local labour is not available or that emergencies or other special circumstances exist which would render it contrary to the interest of the public to enforce the foregoing condition in respect of the employment of resident labour.

"3. No workman employed upon the said work shall at any time be paid less than the minimum rate of wages set forth in the Fair Wages Schedule following."

At this point a list of the classes of labour to be employed, the minimum rates of wages to be paid, and the maximum number of hours to be worked is inserted.

A violation of the Fair Wages Schedule is regarded as a breach of contract. The workmen concerned complain to the Trades and Labour Council when necessary.

Truro.

All work in Truro is carried on by day labour by special resolution of the Council at such times as conditions and requirements arise. As far as possible, ratepayers of the town are employed, the rates of wages being fixed by the Town Engineer. It is stated that the rate of wages and hours of labour on municipal works are those prevailing in the district.

Fredericton.

There are no regulations in respect of the rates of wages or hours of labour of workmen employed by the City of Fredericton, either under contract or by day labour. Contractors are, however, usually required to give resident labour preference and to pay current rates of wages.

St. John.

In 1905, by vote of Common Council, the rate of wages was fixed for day labour employed by the City of St. John in connection with water and sewerage, streets, ferries and wharves. No provision is made in contracts regarding rates of wages or hours of labour.

Charlottetown.

All work under the authority of the City of Charlottetown is carried on by day labour. Resolutions are passed annually in Council fixing the rates of wages to be paid to all workmen employed by the City in connection with all general repairs and maintenance of property, concrete sidewalks, and macadam streets.

Montreal.

In April, 1910, a resolution was adopted by the City Council of Montreal, providing that fair wage conditions should be inserted in all contracts awarded by the City. These conditions are in part as follows:—

"No workman employed on said works shall, under any circumstances, be paid a less rate of wages, or work a greater number of hours than is provided in the following list of fair wages:—

FAIR WAGE SCHEDULE.

Trades.	List of Wages, Per Day of 10 Hours, Not less than:

"The above list of fair wages must include all kinds of work required for the carrying out of any contract, but in case any work not included in the preceding list should have to be done, the Board of Commissioners, or any of their officials may as often as may be necessary, fix the figure on the minimum rate of wages to be paid for such work, said rate not to be below the current scale of wages in each trade or classified work for skilled labourers, in the city of Montreal."

The number of hours to be worked is also provided for as follows:—

"The number of working hours per day, or per week, shall be ruled by the trade routine in the city of Montreal, for each of the classes of men employed on said works.

"The workmen on said works shall not be held to work more hours than is provided in said contract, except in case of urgency for the protection of citizens or of property or in any other case of urgency."

These conditions also stipulate that the contractor shall not have the right to sell or transfer the contract or any part thereof, and that any such transfer or sub-contract shall not be considered as affecting in any way any of the conditions of the contract; that all workmen employed on the work shall be residents of the city of Montreal, unless the Board of Commissioners should decide that the workmen of Montreal are insufficient or that it would not be in the public interest on account of urgency, or owing to special circumstances, to enforce this condition; that before final payment is made to the contractor he must deposit with the Commissioners a detailed statement giving the names, the list of wages, the amounts paid in or still due and unpaid (as the case may be) for wages and services rendered in the execution of said works; that the contractor shall furnish at least once a week, or more often, if required, to the Board of Commissioners or to any other party appointed for said purpose, a detailed statement showing the names of the men, the amount of wages, the accounts paid, and the balance due (if any) to any foreman, workman, labourer or teamster in connection with the execution of said works, separate books to be kept for employés engaged in connection

with the execution of municipal works; that in case the contractor fails to pay the indemnity due to a foreman, workman or labourer on said works and a satisfactory claim is sent by them to the Commissioners, the City of Montreal shall pay such sums and shall charge the amounts against the contractor; that in case the foreman, the workman or the labourer shall be employed on part of the works covered by the said contract at a lower rate of wages than that specified in the schedule, the City shall have the right at all times to deduct the sums due or to become due to the contractor, or to collect from the said contractor a sum equal to the difference of the salary due to such foreman, workman or labourer under his contract with the contractor and the wages fully due to him if the contractor had complied with the rules prescribed in the above mentioned schedule, and the City shall have the option of retaining the said money so deducted or to recover the same on its own account, or indemnify the workman as aforesaid; that no piece work shall be allowed; that the above conditions shall apply to sums of money payable to parties leasing horses and teams, and that they shall have the right to recover said sums as if they were salaried; that the Board of Commissioners when dissatisfied with the wages paid shall have the right to examine the specifications and the pay-lists of the contractor; that the list of fair wages and working hours shall be posted in a conspicuous place on or near the works being executed; that the Board of Commissioners may at any time appoint a fair wages officer; that any contract entered into by the contractor and any of his workmen by which the latter is to receive lower wages than those mentioned in the schedule shall be null and void; and that the City of Montreal shall in all its understandings given by tenders comply with the terms of said list of fair wages in every respect.

A Fair Wage Officer is employed by the City to enforce observance of the above conditions.

The same conditions in respect of wages and hours apply to work performed by day labour.

Westmount.

In work performed either by contract or by day labour, the prevailing rates of wages are paid, a clause being inserted in all contracts with the City of Westmount, as follows:—

"The contractor shall pay or cause to be paid to all mechanics, workmen and labourers employed by him or by any sub-contractor under him in the execution of this contract, the prevailing rate of wages for such work as the said mechanics, workmen and labourers may be engaged upon, and being the rate of wages prevailing at the date of the specifications for this contract, and which shall remain at the said rate until the completion thereof.

"The decision of the City Surveyor in case of dispute as to the rate of wages to be paid under this contract, or as to the amount to be paid to any mechanic, workman or labourer, shall be final and binding upon all parties.

"In case the contractor fails to pay any mechanic, workman or labourer employed by him in the execution of this contract, the Corporation may pay any balance necessary to make up the amount and charge it to the contractor.

"No allowance or extension of time will be allowed the contractor on account of strikes due to any demand for increased pay on the part of his or their employés, unless it can be shown to the satisfaction of the City Surveyor that all skilled labour making demand is receiving prevailing rate of wages and common labour, 17½ cents per hour."

The rate for common labour is the only rate specified. The city surveyor has authority to see that contract conditions are observed.

Valleyfield.

All work performed by the City of Valleyfield is done by day labour, which is paid for at the rate of $1.50 per day. Each by-law granting bonuses, exempt-

ion from taxation, &c., binds employers to give a fixed monthly wage to a fixed number of men. When an affidavit of a complaint is filed a special member of the City Council is charged to make a full investigation.

Sorel.

The Municipal Board of Sorel fixes wages and hours of labour for day labour. There is a by-law concerning masters and servants respecting mutual duties and rates of pay. This applies to all kinds of work, subject to mutual agreement between both parties.

Ottawa.

On September 21, 1908, By-law No. 2,802, was passed by the City Council of Ottawa, providing for the protection of all workmen employed by the City in respect of the rates of wages, hours of labour, and other conditions of employment. This by-law was amended by By-law No. 2,923, which was passed on July 19, 1909. The labour conditions prescribed by these by-laws provide for the insertion of a minimum scale of wages in all civic contracts; that the contractor shall not assign or sub-let the contract or any part or parts thereof; that all workmen employed upon the work shall be residents of Ottawa, unless the Board of Control is of opinion that Ottawa labour is not available or that emergencies or other special circumstances exist which render it contrary to the public interest to enforce this condition; that the schedule is intended to include all the classes of labour required for the performance of the work, but if any labour is required which is not provided for, the Board of Control shall have the power to fix the minimum rate of wages payable for such labour; that the contractor shall not be entitled to the payment of any money unless and until he shall have filed in the office of the Secretary of the Board of Control a statement showing the names, rate of wages, amounts paid and amounts (if any) due and unpaid for wages, for work and labour done by any foreman, workman, labourer or team employed upon the said work, such statement to be attested by the statutory declaration of the contractor, or whomsoever the Board of Control may require; that in the event of default being made in the payment of any money owing in respect of wages of any foreman, workman or labourer employed on the work, and if a claim therefor is filed in the office of the Secretary of the Board of Control and proof thereof is furnished, the Board may order the payment of such claim and the amounts so paid shall be deemed payments to the contractor; that no portion of the work shall be done by piece-work; that the number of working hours in the day or week shall be determined by the custom of the trade in the City of Ottawa; that the workmen employed shall not be required to work for longer hours than those fixed by the custom of the trade except for the protection of life or property, or in the case of other emergencies; that these conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like rights in respect of moneys so owing them as if such moneys were payable in respect of wages; and that the contractor must furnish a sworn statement that all goods and materials supplied for the work in the execution of the contract have been paid for, otherwise the Board may pay any claims and charge same to the contractor.

The conditions above mentioned are also adhered to in all civic works carried on by day labour.

A general clause is inserted in all contracts in the following terms:

> "And the said contractors do hereby further covenant and agree with the said City that upon the construction of the said works they will employ residents of the said City of Ottawa, in preference to persons not residing therein; that nine hours' labour shall constitute a day's work for any person employed by them on the said works; that they will pay not less than twenty cents per hour to all persons employed by them on the works, and in the event of any person so employed by them on the said works being paid

less than twenty cents per hour the said City shall have the right to pay such person the difference between the amount paid him by the said contractors while employed upon the said works and what he ought to have been paid while so employed at the said rate of twenty cents per hour, and to deduct the amount so paid from any moneys payable by the said City to the said contractors on any account whatever."

Civic officials are required to take all necessary steps to secure compliance with the By-laws above mentioned.

Toronto.

On December 18, 1893, By-law No. 3,206 was passed by the City Council of Toronto, providing: (1) for payment by civic contractors to their workmen of the union or prevailing rate of wages at the date of the specification accompanying the tender, such rate to remain in force until the completion of the said contract; (2) that the decision of the City Engineer in case of any dispute as to the rate of wages to be paid under the by-law shall be final and binding upon all parties; and, (3) that in case the contractor fails to pay any workman the wages due him the City may pay and charge such amount to the contractor. A report of the Board of Control was adopted on October 30, 1899, which provided for a working day of nine hours. These regulations apply to all works paid for by the Municipality of Toronto.

The general clause which is inserted in all contracts is in the following terms:

"The contractor shall pay or cause to be paid to all mechanics, workmen and labourers employed by him or by any sub-contractor under him in the execution of this contract the union or prevailing rate of wages for such work as the said mechanics, workmen and labourers may be engaged upon, and being the rate of wages prevailing at the date of the specifications for this contract, and which shall remain at the said rate until the completion thereof; and the contractor shall pay or cause to be paid to all workmen employed by him or by any sub-contractor under him in the execution of this contract the minimum wage of eighteen cents per hour.

"The contractor shall not compel or permit the workman he employs to work more than nine hours a day except in cases of emergency, and then only by written permission of the City Engineer. The provisions of this clause shall not, however, apply to any work which is of necessity done outside the City of Toronto."

Hamilton.

In 1895, a resolution in the following terms was adopted by the City Council of Hamilton, applicable to all classes of workmen whether employed by day labour or under contract, and providing for the insertion of a general clause in all civic contracts:

"Resolved, That in every contract hereafter entered into with the City Corporation for the erection of buildings, construction of sewers or other public works, or for any other services in the performance of which workmen are employed, it shall be made a condition of the contract that the workmen employed in the performance of the work or service contracted for shall be paid the current rate of wages, and shall be required to work only during the hours established for the trades in which they are employed, but in no case shall the wages so paid be less than fifteen cents an hour, and the contract shall contain a covenant with the City Corporation on the part of the contractor that such current wages shall be paid to the workmen employed in carrying out the contract, and that such workmen shall be required to work only during the hours so established."

London.

On August 5, 1895, by-law No. 924, was passed by the City Council of London providing for the payment by civic contractors to their workmen of the prevailing union rate of wages, also that the

decision of the City Engineer, in case of dispute as to the rate of wages to be paid under the by-law, shall be final and conclusive upon all parties to the said contracts; and that in case any contractor fails to pay to any mechanic, workman or labourer employed by him in the execution of the said contract the prevailing rate of wages, and a claim is presented to the Corporation of the City of London in writing within thirty days after the completion of the contract the City may pay such claim and deduct the amount from any moneys payable by the Corporation to the contractor.

A clause is accordingly inserted in the general conditions which form part of all contracts with the Corporation of the City of London, as follows:

> "The contractor must pay his labourers an amount equal to at least one dollar and a quarter for a day's work of nine hours, and must conform to the provisions of the City Standard Wages By-law."

It is also stipulated in these conditions that workmen employed on the works must be citizens of London, it being permissible, however, to bring skilled mechanics, foremen, &c., from other places when they are not procurable in the City of London; that the contractor shall not sub-let or under-let any portion of the works, but must construct and carry on the same with his own men and under his own supervision; and that the City Engineer may from time to time pay all wages of agents, foremen, engineers, mechanics and men employed in and about the said works and charge the contractor therewith.

Should the contractor not comply with the foregoing conditions he must give up his contract.

Brantford.

On March 27,1899, by-law No. 620, was passed by the City Council of Brantford, providing for the protection of workmen employed on all classes of works whether by day labour or under contract.

A general clause is accordingly inserted in all civic contracts in the following terms:

> "The contract to be fulfilled under the conditions of By-law No. 620 of the City of Brantford, which provides that the contractor shall pay to all mechanics, workmen or labourers to be employed by him in the execution of the contract the prevailing union rate of wages for such work as the said mechanics, workmen or labourers may be engaged upon, and being the rate of wages prevailing at the date of the specifications accompanying the tender for such work. Residents of Brantford shall be employed for labour as far as possible."

The City Engineer is authorized to enforce the By-law and has power to withhold payment if the contractor violates the regulation.

Guelph.

On April 4, 1910, By-law No. 753, in the following terms was passed by the City Council of Guelph:

> "The minimum rate of wages for labourers employed by the Corporation of the City of Guelph, on City work shall be twenty cents per hour and for ten hours per day."

A general clause is accordingly inserted in all civic contracts as follows:

> "The contractor shall, as far as practicable, employ labourers *bona fide* residents of the City of Guelph, and shall pay not less than the Corporation rate of wages."

Brockville.

There are no regulations in respect of the rates of wages and the hours of labour of workmen employed by the Corporation of the City of Brockville, but all contracts awarded by the City contain a stipulation that the current rate of wages shall be paid to workmen and that nine hours shall constitute a day's work.

Berlin.

The rates of wages to be paid to all workmen employed by the Town of Ber-

lin on sewer work, roadway and cement walk construction, whether by day labour or under contract, are fixed annually by resolution of the Town Council. A general clause is inserted in all contracts in the following terms:

"All unskilled labourers on the work shall be residents of the Town of Berlin, and shall be paid the prevailing rate of wages."

Fort William.

In June, 1906, a set of general conditions was adopted by the City Council of Fort William, and forms part of all contracts with the City Engineer's Department, all city work being handled by that Department, including sewers, sidewalks, paving, waterworks, electric light, telephone, street railway and public buildings of all kinds (except schools). The provisions in respect of wages which are inserted in contracts are applicable also to works carried on by day labour; no provision is, however, made in respect of the hours of labour.

The terms of the general clause which is inserted in contracts are as follows:

"The contractor shall pay or cause to be paid to all mechanics, workmen and labourers employed by him or by any sub-contractor under him in the execution of this contract the union or prevailing rate of wages for such work as the said mechanics, workmen, and labourers may be engaged upon, and being the rate of wages prevailing at the date of the specifications for this contract which shall remain at the said rate until the completion thereof.

"The decision of the Engineer, in case of dispute as to the rate of wages to be paid under this contract, or as to the amount to be paid to any workman, shall be final and binding on all parties.

"In case the contractor fails to pay any mechanic, workman or labourer employed by him in the execution of this contract the rate of wages hereinbefore provided, the Corporation may pay any balance necessary to make up this amount and charge it to the contractor."

Periodical investigations are made by the City Engineer to see that the above conditions are complied with.

Goderich.

A regulation has been adopted providing that workmen should be engaged at $1.75 per day, or seventeen and one-half cents per hour, and teams and teamsters at $3.50 per day or thirty-five cents per hour. This applies to all classes of work performed by Corporation labourers, including sewers, drains, gravelling, repairs of various kinds. There are no provisions inserted in contracts for the protection of workmen in respect of the rates of wages or hours of labour, but it is stipulated that in case any workmen employed by the contractor are unpaid at the completion of the work, or at any time, the Town shall have the right to pay such wages upon the report of the Town Engineer and to charge the same against the contractor.

Hawkesbury.

A motion was passed in Council, over three years ago, requiring payment to anybody doing manual work for the Corporation of, at least, $1.50 per day of ten hours. A general clause is inserted in all contracts stipulating that workmen shall be paid the same rate and work the same number of hours as above mentioned.

Lindsay.

In 1904, a regulation was adopted by the Corporation of Lindsay making provision for the protection of workmen as respects rates of wages and hours of labour. This regulation calls for payment of the current rates of wages.

The general specifications for walks, sewers, and other permanent improvements, which are made part of all contracts, provide as follows:—

"The contractor shall pay or cause to be paid to all mechanics, workmen and labourers employed by him or by any sub-contractor under him in the execution of this contract,

the union or prevailing rate of wages for such work as the said mechanics workmen and labourers may be engaged upon, and being the rate of wages prevailing at the date of specifications for this contract, and which shall remain at the said rate until the completion thereof.

"The contractor shall employ only citizens who have resided in the town for a period of at least six months, or whose families have become residents of the town, and he shall not compel or permit the workmen he employs to work more than ten hours a day, except in cases of emergency, and then only by written permission of the Inspector on the work."

Owen Sound.

In 1910 a resolution was adopted by the Corporation of Owen Sound, fixing the standard rate of wages for day labourers at $2 per day. This applies to labourers in the employ of the Board of Works, Electric Light Plant, Gas Works, Waterworks Department, &c. There is no provision made in civic contracts for the protection of workmen in respect of the rates of wages or the hours of labour.

Petrolea.

A general clause, in the following terms, is inserted in all contracts with the Town of Petrolea:—

"The contractor covenants with the Corporation and agrees he will employ labourers whenever available who are *bona fide* residents of the town of Petrolea at the current rate of wages for such labourers, with the exception of skilled labour, as it shall be necessary for the contractor to employ; and will also employ teams whenever available owned by *bona fide* residents of the said town at the current rate of wages whenever necessary that teams shall be employed in the course of the construction of the work contemplated by this contract."

Port Arthur.

On February 22, 1909, Resolution No. 169 was adopted by the City Council of Port Arthur, providing for the insertion of a Fair Wages Schedule, specifying rates of wages to be paid to workmen employed on all contracts entered into by the City. No provision is made regarding hours of labour, but the working day is understood to consist of ten hours. As respects day labour the minimum wage is 20 cents per hour.

Sarnia.

No regulations have been adopted by the Town of Sarnia respecting the rates of wages to be paid to workmen, or the hours of labour which should constitute a working day. A condition is, however, inserted in all contracts that workmen employed in connection therewith must be residents of Canada, this provision being applicable also to works carried on by day labour.

Sault Ste. Marie.

No regulations have been adopted by the Town of Sault Ste. Marie in respect of the rates of wages and hours of labour of workmen employed by the Town Council. Twenty per cent. of money due for payment of work performed to contractor is held for forty days after completion of the work, in order to satisfy any claims for labour or otherwise.

Winnipeg.

In 1905, the City Council of Winnipeg adopted a Fair Wages Clause to be inserted in all contracts with the City, and in 1908, it was extended by the adoption of the report of a special Committee. The conditions regarding the rates of wages and the hours of labour are in the following terms:—

"No workman employed upon the said work shall at any time be paid less than the minimum rate of wages, nor work more than the specified number of hours set forth in the Fair Wage Schedule following:—

Fair Wage Schedule.

Contract for construction of.....at.....

Trade or Class of Labour.	Rate of Wages, not less than the following per hour.	Not more than the following hours per day.

"The foregoing schedule is intended to include all the classes of labour required for the performance of the work, but if any labour is required for the performance of the work, which is not provided for by any of the items in the above schedule, the Board of Control or some officer appointed by them, whenever and as often as the case arises, shall have power to fix the minimum rate of wages payable in respect of any such labour, which minimum rate shall not be less than the rate of wages generally accepted as current in each trade or class of labour for competent workmen in the City of Winnipeg.

"The number of working hours in the day or week shall be determined by the custom of the trade in the City of Winnipeg, for each of the different classes of labour employed upon the work.

"The workmen employed in the performance of the said contract shall not be required to work for longer hours than those fixed in this contract, except for the protection of life or property or in cases of emergencies."

These conditions also stipulate that the contractor shall not assign or sub-let the contract or any part or parts thereof, and no pretended assignment or sub-contract will be recognized or in any way affect any of the provisions of the contract; that all workmen employed upon the work shall be residents of the City of Winnipeg, unless such residents are not available or that special circumstances render it contrary to the public interest to enforce such provision; that the contractor shall not be entitled to the payment of any money until he shall have filed in the office of the Board of Control a statement showing the name, rate of wages, amounts paid, and amount (if any) due and unpaid for wages for work and labour done by any foreman, workman, labourer or team employed upon the work, such statement to be attested by the statutory declaration of the contractor or of such other person or persons as the Board of Control may deem necessary in order to satisfy them that the conditions have been complied with; that the contractor shall at least once a week furnish the Board of Control or such other person or persons as they may appoint, with a statement showing the name, rate of wages, amounts paid and amounts (if any) due and unpaid for wages and labour done by any foreman, workman, labourer or team employed upon the work; that in the event of default being made in the payment of any money owing, in respect of wages of any foreman, workman or labourer employed upon the work, and if a claim is filed in the office of the Board of Control and proof thereof satisfactory to the Board is furnished the City of Winnipeg may pay such claim, and the amounts so paid shall be deemed a payment to the contractor; that if any foreman, workman or labourer is employed by the contractor to work at a wage less than that specified in the foregoing schedule, the City shall be entitled at any time or times to deduct from the monies due or accruing due to the contractor, or to recover from the contractor a sum equal to the difference between such lesser wages actually earned by such foreman, workman or labourer in accordance with his agreement, and the City may either retain the amount so deducted or pay the same over to the workman; that no portion of the work shall be done by piece-work; that the conditions shall extend and apply to monies payable for the use or hire of horses and teams, and the persons entitled to such payment shall have the like right in respect of monies so owing to them, as if such monies were payable in respect of wages; that whenever the Board of Control or such other persons as the Board of Control may indicate or require are not satisfied as to the wages paid under the foregoing clauses, they shall have the power to examine all time sheets and pay rolls of the contractors; that the schedule of working hours and wages paid in the

different branches of work shall be posted in a conspicuous place, at or near where the work is in progress; that the Board of Control may from time to time depute any person to act in the capacity and perform the duties of Fair Wage Officer; that any agreement made between the contractor and any of the persons employed upon the said work, by which the employé is to accept a lesser wage than that specified, or by which any of the conditions are violated shall be null and void; and that it shall be incumbent on the City of Winnipeg in the performance of any work or works for which tenders have been asked to abide by the terms of the foregoing schedule, both as to rates of wages and as to the number of working hours.

The same conditions in respect of rates of wages and hours of labour apply to work performed by day labour.

In the preparation of Fair Wages Schedules the current rates of wages are obtained from the Provincial Fair Wage Officer. Any complaint of violation is investigated by the proper authorities having jurisdiction over the contract or work in question.

Brandon.

Most of the work performed under the authority of the City of Brandon is done by day labour, the present rate of wages being from $1.75 to $2.00 for a 10-hour day. Whenever a contract is let a Fair Wage Clause is inserted for the protection of the workmen employed thereunder.

Regina.

In 1909, a resolution was adopted by the City Council of Regina, which provided for the insertion in all civic contracts of conditions stipulating that wages should be paid every two weeks, and that all things being equal, preference should be given to residents of Regina and British subjects. These provisions are also applicable to works carried on by day labour. The Fair Wages Officer of the Provincial Government exercises a general supervision.

Prince Albert.

In 1908, a resolution was adopted by the City Council of Prince Albert providing for the insertion in all contracts awarded by the City, in connection with the water works, sewerage, &c., of a general clause respecting the minimum rate of wages to be paid for common labour. The clause in question is in the following terms;—

> "The wages paid by the contractor for common labour on this contract shall not be less than twenty (20) cents per hour."

No provision is made in respect of work carried on by day labour. All work is under the control of the City Engineer.

Saskatoon.

In July, 1909, a resolution was adopted by the City Council of Saskatoon, in the following terms:—

> "That in all future City Contracts a minimum wage clause of 20 cents per hour be inserted."

This applies to all municipal works, including sewerage works, water works, concrete sidewalks and construction of bridges and subways. The terms of the general clause which is inserted in contracts is as follows:—

> "The contractor for labour shall employ labourers *bona fide* residents of the City of Saskatoon as far as practicable, and shall adopt a minimum wage scale for unskilled labour of 20 cents per hour."

Provision is also made in contracts that the contractor must take every precaution to protect his workmen against accident and injury whilst engaged on the work, as well as provisions regarding sanitary conditions of employment.

These provisions are also applicable to works carried on by day labour. Whenever a schedule specifying rates

of wages to be paid is inserted in a contract, the information on which such schedule is based is obtained by comparison with the current rates in neighbouring cities.

Edmonton.

In April, 1908, a report was adopted by the City Council of Edmonton fixing labourers' wages at twenty-five (25) cents per hour for a nine-hour day, and in May, 1909, a resolution was passed adopting a fair wage clause to govern the rates of wages paid to workmen of different trades, the same to be the regular scale of wages paid by the Builders' Exchange.

The general clause is inserted in all City contracts, in the following terms:—

> "The contractor shall pay to all mechanics and workmen the scale of wages at the time being in force in the City of Edmonton, in the respective building trades, and shall pay to all unskilled labourers employed by him in and about the execution of this work or any part thereof wages and wages overtime at a rate of not less than $2.25 per day for a day of nine hours, and shall at any time and from time to time during the continuance of this contract whenever called on so to do by the City Commissioners, produce to them or such officer or officers of the City's as the said Commissioners shall direct, the time and wages book and sheets of the contractor, in order to show to the satisfaction of the Commissioners or such officer whether or not the stipulations contained in this clause have been and are complied with. And should from time to time any workmen in the employment of the contractor be not paid the said rates of wages, the Corporation may pay to any workman or workmen who have been so underpaid, the difference between the amount he or they should have been paid if this stipulation as to wages had been observed, and may deduct from any moneys due or to become due under this contract the amount of the difference so paid to such workman or workmen."

The length of the working day and the rates of wages paid are the same for work performed by day labour as for contract work. The schedule of wages is fixed by comparing with wages paid in other places similarly situated and by taking into consideration the cost of living, rents, &c.

Calgary.

In May, 1906, a resolution was adopted by the City Council of Calgary, in the following terms: "That a fair wage clause be inserted in City contracts similar to that existing in contracts of the Dominion." A general clause is inserted in all municipal contracts, as follows: "The contractor shall pay to all workmen employed upon the work the minimum wage of 25 cents per hour, and if he fails to do so the City may pay the balance necessary to make up this amount, and charge same to the contractor." The foregoing provisions are applicable also to works carried on by day labour.

Lethbridge.

By resolution of the City Council of Lethbridge it was provided that a minimum wage clause should be inserted in all contracts, in the following terms: "That the contractor shall pay a minimum wage for labour of 25 cents per hour, as fixed in schedule of Trades and Labour Council, City of Lethbridge." The above clause is applicable also to works carried on by day labour; and includes all municipal works, such as cement sidewalk construction, grading, water works, sewerage work, power plant operation, and coal mining.

Medicine Hat.

A regulation has been adopted on the recommendation of the Public Works Committee of the City of Medicine Hat, providing for the payment to labourers of 25 cents per hour for nine hours' work. This applies to the construction and care of streets, sewers, water mains, concrete and plank sidewalks, retaining walls, subways, surface sewers and other municipal undertakings in which labour is required. All contracts to date have related only to the supply of materials.

Victoria.

For several years a regulation has been in force by which it is provided that no Asiatics are to be employed on any work undertaken by the City of Victoria, and specifying also that union rates of wages shall be paid for all work under contract and by day labour, except in special cases at the discretion of the city engineer, who is empowered to enforce the above regulation.

Vancouver.

In January, 1910, a resolution was adopted by the City Council of Vancouver providing for the eight-hour day clause which is now inserted in all municipal contracts. A plebiscite was taken at the municipal elections preceding the adoption of the above resolution as to whether the people approved or not of paying city workmen the same rate of pay for eight as for nine hours' work per day. The plebiscite in question was passed. Other clauses in the contract form now used were adopted from time to time, the last revision being made in July, 1910.

The clauses relating to the rates of wages and the hours of labour which are inserted in all contracts entered into by the City, are in the following terms:—

"The contractor shall not employ upon the work or in connection therewith any workman or employé for more than eight hours in any one day of twenty-four hours during the continuance of this contract. The working day shall commence at eight o'clock a.m. and end at five o'clock p.m. The noon-hour may be curtailed by special agreement between the contractor and the majority of the employés, but not in such a manner as to permit more than eight hours' work in any one day of the twenty-four hours. But if two or more shifts of men are working in one day, the same men shall not be permitted to work on more than one shift, and such shift shall not be considered overtime. Overtime shall not be allowed under any pretence whatever, except when human life is in jeopardy or property in danger of destruction. In such case overtime will be allowed until the work is secure from danger, and no longer, except by a written order signed by the city engineer and the chairman of the board of works, and all such overtime shall be rated at time and a half, and in the event of the contractor employing or permitting any workman or employé to work on this contract for more than eight hours in any one of twenty-four hours, contrary to the provisions of this contract, he shall forfeit and pay to the Corporation the sum of $5 per hour or portion of an hour for each and every man over the said eight hours that he shall so employ or permit any workman or employé so to work, which sum or sums shall be liquidated and ascertained damages and may be recovered by action or deducted by the Corporation from any sum or sums due or to become due to the contractor under this contract or otherwise. And it is expressly hereby agreed to by the contractor as to the time of employment of workmen on the said works, and in the event of the contractor making any breach of the said conditions the Corporation may at any time after such breach, by notice terminate the said contract, and the contractor shall in such case have no claim against the Corporation for compensation or damages by reason of such termination.

"The contractor will pay or cause to be paid to any workmen, artisans, mechanics and labourers employed by . . . . . under or in connection with this contract a rate of wages not less than generally accepted as current in the City of Vancouver for competent workmen, artisans or mechanics when employed in similar work to that hereby contracted to be performed and carried out, and the contractor shall pay or cause to be paid to all workmen employed by him or by any sub-contractor under him in the execution of this contract the minimum wage of 28 cents per hour."

Provision is also made that the contractor shall not employ upon the work mentioned in the contract either directly or

indirectly any Asiatic or person of the Asiatic race; also that the contractor shall not, without the consent in writing of the Corporation, assign, transfer, or sub-let any portion of the works, but must construct and carry on the same with his own men and under his own supervision. All pay-rolls belonging to contractors engaged in work for the City have to be submitted and examined by the city accountant before payment for contract work is made. Inspectors are employed by the City to examine work carried on by contractors, and they are instructed to see that the hours provided for in the contracts are observed. The provisions for rates of wages and hours of labour used in connection with contract work are also applicable to works carried on by day labour.

New Westminster.

The current rates of wages are paid for all work, whether by contract or by day labour, under the authority of the City Council of New Westminster; the hours of labour are also limited to nine for each working day.

In the printed form of specifications and conditions of contract which is used in connection with all contracts entered into by the City, the following clauses in respect of rates of wages and hours of labour are inserted:—

"The contractor shall not employ upon the work, or in connection therewith, any workman or employé for more than nine hours per day of twenty-four hours.

"The working day shall commence at seven o'clock a.m. and shall end at five o'clock p.m. If two or more shifts of men are working in one day, the same men shall not be permitted to work on more than one shift, and such shifts shall not be considered overtime. Overtime shall not be allowed under any pretence whatever, except when human life is in jeopardy, or when property is in danger of destruction. In such cases, overtime will be allowed until the work is secured from danger, but no longer. This applies only when extra work has been ordered by the engineer.

"The contractor shall pay or cause to be paid to any workmen, artisans, mechanics or labourers employed by him on or in connection with this work a rate of wages not less than is generally accepted as current in the City of New Westminster for competent workmen, artisans, mechanics or labourers when employed on similar work."

It is also provided in the specifications and conditions of contract above mentioned that the contractor shall not be allowed to sub-let the works or any part thereof, without the consent in writing of the Corporation or the city engineer; that before final payment is made, the contractor shall produce to the engineer satisfactory evidence that all just claims and demands of its employés or of parties from whom materials used in the construction of the work may have been purchased or procured are fully satisfied; that the contractor shall keep a proper pay-roll and shall produce the same and all receipts for inspection by the city engineer or any person authorized by the Corporation, when called upon; also that the contractor shall not employ on the work, either directly or indirectly, any Asiatic or person of the Asiatic race; and that no Sunday labour shall be allowed.

Nanaimo.

Section 318 of the Municipal Clauses Act (Provincial) provides for the insertion in all contracts of a general clause by which the rate for day labour is fixed by resolution or direction of the municipal council. These regulations apply to labourers, rockmen, machinists, mechanics of all sorts, axemen, &c.

The general clause which is accordingly inserted in municipal contracts is in the following terms:—

"The contractors will pay or cause to be paid to any workmen, artisans, mechanics and labourers employed by them under or in connection with this contract a rate of wages not less than that generally accepted as current in the city of Nanaimo for competent workmen, artisans or mechanics when

employed in similar work to that hereby contracted to be performed and carried out."

Nelson.

On June 14, 1909, the Municipal Council of Nelson adopted a resolution providing for the payment of the union scale of wages for an eight-hour day. This resolution applies to work performed by day labour and by contract, and refers to work done on streets, sidewalks, cement sidewalks, &c. The general clause which is inserted in municipal contracts is in the following terms:—

"And said contractors further covenant and agree that in consideration of the payments being made as hereinafter set forth, they will pay each workman engaged by them upon the work not less than the daily wage of .....dollars, and that the engineer shall have the right to discharge any workman engaged at a lesser wage, upon twelve hours' notice."

Rossland.

In June, 1907, a resolution was adopted by the Corporation of Rossland providing that eight hours should constitute a working day, and that wages should be $3.50 per day. These provisions apply to work carried on by day labour, such as street cleaning and repairing, street improvements, sewer construction and repairs, water works construction and repairs, &c.

Provisions are also inserted in municipal contracts for the protection of workmen in respect of the rates of wages and hours of labour. The city engineer is empowered to enforce the observance of the above mentioned resolution.

IV.—SCHOOL BOARD FAIR WAGE REGULATIONS.

SO far as the Department was informed there are no specified regulations in respect of the rates of wages and hours of labour of workmen employed in connection with the execution of works under the authority of the School Boards of Prince Edward Island, Nova Scotia, New Brunswick, Quebec, Alberta and Saskatchewan.

Toronto.

The Board of Education of Toronto, Ont., adopted a regulation relating to wages in 1894, and a regulation relating to hours of labour in 1909, applicable to all classes of workmen engaged in the various building trades, cabinet makers and labourers. The general clause which is inserted in all contracts is in part as follows:—

"And guarantee to pay all workmen employed by..... or engaged on behalf..... in the said work, the union or prevailing rate of wages and that the said wages shall be paid for so many hours as constitue a union day or a day according to the prevailing practice of the trade."

Ottawa.

The Separate School Board of Ottawa, Ont., provides for a specified rate of wages to be paid for work under contract and by day labour. A general clause is inserted in all contracts requiring the payment of such rates of wages. All labour employed on the building of Separate Schools must be according to Fair Wages By-law No. 2,802 of the City of Ottawa, which specifies rates of wages for different trades and stipulates that workmen shall not be required to work longer hours than those fixed by the custom of the trades in the City of Ottawa.

Winnipeg.

Under the policy followed by the School Board of Winnipeg, all large school buildings and works are carried on under contract awarded by public tender. Minor works and alterations are carried on by day labour. Works

carried on by day labour are under the immediate supervision of the Commissioner of Buildings and the regular rates of wages are paid. On April 9, 1908, a general clause was adopted for insertion in all specifications and the specifications are approved before calling for tenders. The general clause is in the following terms:—

"The workmen employed in any capacity in connection with the work to be done under these specifications shall work only the number of hours each day as is prescribed by custom in Winnipeg for such trade, and no workman shall be paid less than the generally accepted rate of wages as same may be agreed upon from time to time between the contractors and representatives of the Labour Union of each trade. The contractor for this contract shall not lower the wages thus fixed upon until a new agreement has been made. Where no agreement has been arrived at, as before specified, with regard to the wages to the workmen of any particular trade, such wages shall be as high as are being generally paid to workmen of that trade by a majority of the seven building contractors doing business in the City, the amount of whose contracts at the time aggregate the largest, as shown by the records of the City Building Inspector. The Contractor shall arrange for an Accident Insurance Policy to be taken out in a responsible Company, covering all the workmen who are engaged upon the work from time to time until completion, and in case of an accident shall see that the workman injured is cared for and receives the amount due him under the policy mentioned."

Pay sheets are examined before payment of any progress estimate to see that workmen are receiving the rates of wages agreed upon between the workmen of any trade and the Builders' Exchange.

Vancouver.

In work performed for the School Board of Vancouver, either by contract or by day labour, provision is made for the payment to the workmen employed of the prevailing rates of wages, the same being governed by the rates adopted by the City Council and by Labour Unions.

New Westminster.

Work performed for the Public School Board of New Westminster is chiefly by contract. Current rates are expected to be paid to the workmen employed, nine hours being customary for a day's work. When any contracts are let, rules governing City contracts apply. These rules include provisions for a nine hour day and for the payment of a rate of wages not less than that generally accepted as current in the City of New Westminster.

THE COMBINES INVESTIGATION ACT—APPEAL AGAINST ESTABLISHMENT OF BOARD OF INVESTIGATION RE ALLEGED COMBINE IN SHOEMAKING MACHINERY.

IN the April number of the *Labour Gazette*, reference was made to an appeal which had been lodged in the Court of Appeals, in the Province of Quebec, by the United Shoe Machinery Company of Canada, against an order of Mr. Justice Bruneau, of the Superior Court, Quebec, on February 25 last, establishing a Board of Investigation under the Combines Investigation Act, to inquire into the existence of an alleged combine in the manufacture and sale of boot and shoe making machinery.[1]

The appeal in question was considered by the Court of Appeals during the first week of May. A motion was made on May 5, before the Court, for the dismissal of the appeal. This motion was

[1]See April, 1911, *Labour Gazette*, pages 1134–1136.

granted by the Court on May 16, the Court holding that the order in question, under the Combines Investigation Act, was not subject to appeal. The Department was informed that it was the intention of the United Shoe Machinery Company to apply to the Judicial Committee of the Privy Council for leave to appeal from the decision of the Court of Appeals of Quebec. In connection therewith, steps were taken by the Department of Justice to oppose the granting of the application in question. which it is expected, will be made in the month of July.

Terms of Judgement.

The reasons for the judgement of the Court of Appeals of May 16, above referred to, were given by the Honourable Mr. Justice Cross, as follows:—

"COURT OF KING'S BENCH

"(In Appeal)

"United Shoe Machinery Co.
Appellant.

and

"Drouin et al
Respondents.

"Cross.—Judge.

"This is a motion to quash the appeal. It is made on behalf of the persons who are named as respondents, and substantially on the grounds that the so-called judgement is not a judgement of court in any action or matter pending between the appellant and themselves, and in any event is not a judgement from which an appeal to this Court is competent.

"The order appealed from is an order of a judge of the Superior Court directing an investigation under the Combines Investigation Act (9–10 Ed. VII, chap. 9 Canada). An investigation such as that Act provides for is not entered upon without having been directed by an order of a judge. It has been so directed, and the present appellant, having been named in the statement accompanying the application for the order as being one of six persons or companies believed to be concerned in the alleged combine, has brought up this appeal from the order, as if it were a party defendant, against the respondents who made the application under section 5 of the Act, as if they were parties plaintiff.

"The order in question is one, the original of which is not required by section 8 of the Act to be transmitted to the Registrar of Boards of Investigation—an officer of the Department of Labour of the Government—thereafter to be acted upon by the Minister of Labour. The prothonotary of the Superior Court —who appears to have acted as a clerk to the judge—has nevertheless sent up to us upon this appeal a copy of the order, as if it were a record in that Court instead of in the Department of Labour. The order papers which the judge had before him have also been sent up to us, apparently by courtesy of the Minister of Labour.

"I consider that the order from which it is sought to appeal is not properly speaking a judgement of a court or judge. It does not decide any matter in issue between parties or make any adjudication against anybody, but merely has the effect of opening the door to the investigation provided for in the Act.

"It is of the nature of those judicial acts referred to in the treatise of Poncet 'Des jugements' at No. 6 where the writer says: 'Cela posé, le bon sens nous fait voir avec la même certitude que les actes 'inobligatoires' ou simples ne peuvent mériter la qualification propre de 'jugements', car qui dit 'jugement' dit la fixation des rapports qui ont existé ou doivent exister entre les parties et la déclaration des droits que ces rapports ont produits ou doivent produire entre elles; en d'autres termes, on ne peut donner à un acte judiciaire de magistrature le nom caractéristique de 'jugement', qu'autant qu'il en résulte une action à l'une des parties contre l'autre."

"To guard against ill-considered or meddlesome procedure, the Act has provided the requirement that an investigation shall be entered upon only after

a judge who has heard the applicants has become satisfied that there is reasonable ground for it and has ordered it.

"It has been pointed out for the appellant that there is no declaration in the Act, that such an order shall be final and without appeal, such as is sometimes introduced into Acts which treat of the Proceedings of Executive Government, and it is argued that as the order is that of a judge of the Superior Court, article 72 of the Code of Procedure applies and establishes the right of appeal. But from what has been said it is clear that the order here in question is not one of those decisions mentioned in article 72, but properly speaking is not a decision at all.

"It is to be remembered that the authority upon which the judge acted is that conferred by the Act which is a Dominion Statute. By section 3 the Minister of Labour is given the 'general administration' of the Act. The action which he can take is to be taken by virtue of there having been transmitted to his Department an order of a judge of the Superior Court—he need not act upon the order of any other Court.

"Where actions are about to be instituted or are pending there are numerous instances of judges' orders upon such incidents as permitting a married woman to plead, granting leave to sue '*in forma pauperis*', fixing security, ordering the breaking open of doors, &c., which are not treated as 'judgements' or 'decisions' either interlocutory or final.

"We recently held at Montreal, in Donaldson vs. Defoy, that a judge's leave to an applicant to proceed under the Employer's Liability Act was mere 'ordonnace préparatoire' and not a judgement from which an appeal lay '*de plano*'.

"In France, it has always been recognized, in determining the question of the existence or non-existence of the right of appeal, that a distinction was to be made between mere orders regulating procedure (jugements préparatoires) and interlocutory judgements (jugements interlocutoires).

"The former were not considered to be judgements properly so-called and there was no right of appeal from them, whereas from interlocutory judgements there was a right of appeal. The difficulty frequently experienced in deciding whether particular orders were to be considered of the one kind or of the other was what led to the enactment of the rules contained in article 452 of the Code of Procedure of France.

"This fact makes it manifest that there are orders of a judge which are not to be regarded as judgements or decisions of a nature to be subject to appeal. Reference may be made to what is said in the matter in Dalloz, Rep. Verbo 'judgement' at Nos. 706 to 722, and in the same work, Verbis 'jugements d'avoir dire droit' Nos. 24 and 58 where many illustrations are given; and to Fuzier-Hermann, Rep. Vo. 'judgement' Nos. 3173 and 3174.

"The cases cited in the treatises just referred to relate in general to incidents of pending suits. It is, however, to be remembered that here there is no pending suit.

"If action is to be taken upon the order, it will be taken before quite another person, to be selected by the Executive Government. The order in question is consequently more of the nature of a 'fiat' of the Attorney General, or of a justice's act in 'backing' a warrant or any of those cases in which a judge is called upon to do an act in virtue of some Act of Parliament and which does not relate to the judicial determination of some right.

"It would not be successfully contended that a warrant of arrest was bad because the magistrate did not hear the person against whom it was directed before deciding to issue it.

"From such acts of a judge, there is, generally speaking, no right of appeal to an appellate court or in fact to any court of law except as may be specially given by apt exactment.

"Under a different system of law, there would be ground for saying that, in mak-

ing the order here in question, the judge acted administratively, as the licensing justices in Lord Mayor and of Leeds vs. Ryder (1907) A.C. 420 were considered to have acted in granting renewal of certain liquor licenses.

"But, in applying our law of pleading and procedure to this matter, it is unnecessary to decide whether the judge in making this order acted judicially or administratively.

"The judge of the Superior Court is clearly designated as being the person who is to grant or refuse the order. Having made that designation, the Act straightway thereupon provides that the order itself and the related papers shall be transmitted to a department of the Executive Government there to be acted upon as the Act authorizes. That is a statutory scheme which is repugnant to the idea that another court can act in appeal from the order of the judge designated in the Act. His action is like that of a judge in making a recount of votes under the Election Act.

"The right of appeal is a substantive right and its existence, if it has any, should be clear.

"I not only cannot find that there is any clear right of appeal, but having regard to the special nature of the subject of this Act—as it was held appropriate to do in respect of the Election Act in Theberge & Landry and Moses & Parker—I consider that there is a clear legislative intent that there shall be no such right of appeal as is here sought to be exercised.

"The persons who are made to figure as respondents upon this appeal, appear to have done nothing else than to make the application provided for by the preliminary part of the Act. That did not have the effect of raising an issue beween themselves and this appellant. I conclude that there is no pending suit, no judgement, no parties in issue and no appeal. In fact it cannot be said with certitude that we have any proper evidence of the existence of this order, because the prothonotary who has certified the copy which has been sent up to us was not custodian of the original of it.

"In view of what has been said it is apparent that the appellant's motion for a certiorari to the prothonotary of the Superior Court to add a document to the record is unfounded. The custody of such documents is not in the Superior Court but is assigned to the registrar named in the Act. We cannot order the prothonotary to send up papers which are in Government custody. Besides, in view of the tender of the document made at the hearing of the motion before us the appellant's objection ceases to have any effect.

"A few words may be added in reference to the argument made on behalf of the appellant to the effect that, though section 6 of the Act provided for hearing the application only and not an adverse party or a party supposed to be adverse, it was nevertheless a fundamental common law right of any party, who might be affected by a decision, to be heard, and that the appellant had therefore a legal right to defend itself and to be heard even though the Act does not say so. With the proposition stated in these general terms no fault is to be found. In the quite recent case of Board of Education vs. Rice, 27 T.L.R. 378, it appeared that a statutory duty rested upon the Board of Education to decide 'questions' respecting administration of the Education Act and upon an action by way of 'mandamus' to enforce the decision of such a 'question', in the opinion expressed in the House of Lords it was said in relation to this duty of the Board: 'It will, I suppose, usually be of an administrative kind; but sometimes it will involve matter of law as well as matter of fact or even depend upon matter of law alone. In such cases the Board of Education will have to ascertain the law and also to ascertain the facts. I need not add that in doing either they must act in good faith and fairly listen to both sides, for that is a duty lying upon everyone who decides anything.'

"But the proceeding before us is not in the nature of a demand to have any judicial or public authority commanded to hear the appellant or to per-

form any other statutory duty. What the judge purports to have done in this matter can indeed be seen to come within the next following observation of the Lord Chancellor in the case just cited which is: 'But I do not think they are bound to treat such a question as though it were a trial.'

"However well founded it may be as a proposition of law, the argument does not help the appellant on the question now before us, and I refer to it now merely to show that it has not been overlooked.

"The existence of a duty to hear before deciding does not of itself impress upon the decision the character of a judgement, and it is scarcely necessary to add that if it were established that this order was bad in law that would not make the matter an appealable one.

"Upon the whole, I would quash the appeal at the instance of the persons named as respondents other than Brunet who withdrew from the proceedings at the hearing.

"It appears to me that the persons named as respondents might appropriately have ignored the appeal as being a matter to which they were not properly parties, but, as it constitutes a sort of menace of trouble to them, they have an interest sufficient to justify the motion.

"We are unanimous in the opinion that there is no right of appeal to this Court in this matter."

UNITED STATES SUPREME COURT DECISIONS IN STANDARD OIL AND AMERICAN TOBACCO CASES UNDER SHERMAN ANTI-TRUST ACT.

ON May 15 the Supreme Court of the United States, by a unanimous decision, declared the Standard Oil Company to be an unlawful combination in restraint of trade under the terms of the Sherman Anti-Trust Act, and ordered its dissolution within six months.

On May 29, a unanimous judgement was given by the same Court by which the American Tobacco Company and all elements composing it, both corporate and individual, were held to constitute an unlawful combination in restraint of trade, which must be dissolved.

The decisions above mentioned are of very wide-spread importance not only on account of the immense proportions of the business interests involved, but also on account of the definition which the Court has given of the scope of the Sherman Act by holding that whilst the language of this legislation forbade "every" contract or combination in restraint of trade the intention of Congress was that it should be interpreted in the "light of reason," and that every alleged illegal restraint of trade, every alleged unlawful monopoly, should be judged on the particular circumstances of the case.

Justice Harlan's Dissent.

Mr. Justice Harlan, one of the members of the Supreme Court, whilst concurring in the decrees against the Standard Oil Company and the American Tobacco Company, dissented from the principle which was laid down by the majority of the Court in the interpretation of the Sherman law. The reasoning of Mr. Justice Harlan is that so long as there has been a restraint of trade in any degree the law has been violated; the majority view of the Court is, on the contrary, that the statute applies only to such restraints as are adjudged to be unreasonable.

History of Standard Oil Case.

The Supreme Court decisions were called forth by appeal proceedings from the Courts below. The Supreme Court decree in the case of the Standard Oil Company is directed to the United States Circuit Court of the Eastern District of Missouri for enforcement; similarly, the enforcement of the decree against the American Tobacco Company will devolve upon the United States Circuit Court of New York. In the former case, six months are allowed for the re-organization of the various interests concerned in

conformity with the law. In the latter case, the Circuit Court is directed to hear the parties and to determine on a plan of dissolving the combination and re-organizing it in harmony with the Sherman law; six months, and if necessary sixty days additional thereafter, being allowed for this purpose. If at the end of this time the corporations fail to bring themselves within the law, either an injunction against further operations, or a receivership and dissolution by court decree, will follow.

Some idea of the magnitude of the case of the United States against the Standard Oil Company may perhaps be had from the following statements: The defendants in the original action were the Standard Oil Company of New Jersey, thirty-three other corporations, with John D. Rockefeller, William Rockefeller, and five other individuals. The record in the case is inordinately voluminous, consisting of twenty-three volumes of printed matter, aggregating about 12,000 pages, containing a vast amount of confusing and conflicting testimony relating to innumerable complex and varied business transactions extending over a period of nearly forty years. The original indictment was filed in the United States Circuit Court of the Eastern District of Missouri, in November, 1906. Judgement was rendered by the Circuit Court in November, 1909, forbidding the continued operation of the combination of the defendant companies and individuals. The payment of dividends was also forbidden previous to the liquidation of the combination, and the individuals and companies concerned were also prohibited from voting the stocks of the subsidiary companies which they held.

The case was at once carried to the Supreme Court of the United States in appeal and was argued before the latter in the early part of 1910. Two members of the Court having died before judgement was delivered, the argument was re-heard in January, of this year.

Summary of Indictment against Standard Oil Company

The bill against the defendant companies and individuals was divided into thirty numbered sections and sought relief upon the theory that the various defendants were engaged in conspiring to restrain the trade and commerce in petroleum, commonly called "crude oil," in refined oil, and in the other products of petroleum, among the several states and territories of the United States and the District of Columbia, and with foreign nations, and to monopolize the said commerce. The conspiracy to the above end was alleged to have been formed in or about the year 1870, by three of the individual defendants, namely, John D. Rockefeller, William Rockefeller, and Henry M. Flagler. The detailed averments concerning the alleged conspiracy were arranged with reference to three periods, the first from 1870 to 1882, the second from 1882 to 1889, and the third from 1889 to the time of the filing of the bill.

The spirit of the charges against the defendants' operations in the three periods may be gathered from the allegation that in the third and later period "the individual defendants operated through the Standard Oil Company of New Jersey as a holding corporation, which corporation obtained and acquired the majority of the stocks of the various corporations engaged in purchasing, transporting, refining, shipping and selling oil into and among the various states and territories of the United States and the District of Columbia, and with foreign nations, and thereby managed and controlled the same, in violation of the laws of the United States".

The Court in its judgement summarized as follows the means by which it was alleged that the defendants, in addition to the effect occasioned by the combination of previously independent concerns, had continued its alleged monopoly and restraint of the industries in question:—

"Rebates, preferences and other discriminating practices in favour of the combination by railway companies; restraint and monopolization by control of pipe lines, and unfair practices against competing pipe lines; contracts with competitors in restraint of trade; unfair methods of competition, such as local price-cutting at the points where neces-

sary to suppress competition; espionage of competitors, the operation of bogus independent companies, and the payment of rebates on oil, with the like intent; the division of the United States into districts and the limiting of the operations of the various subsidiary corporations to such districts, so that competition in the sale of petroleum products between such corporations had been entirely eliminated and destroyed; and finally reference was made to what was alleged to be the 'enormous and unreasonable profits' earned by the Standard Oil Trust and the Standard Oil Company as a result of the alleged monopoly, which presumably was averred as a means of reflexly inferring the scope and power acquired by the alleged combination."

The defence of the Standard Oil Company took the form of a fight all along the line. Testimony was introduced in great volume as to the Standard Oil Company's cost of production, selling prices and methods of marketing; its relations with other concerns, subsidiary, independent or doubtful; its dealings with railways and with consumers.

The contention was advanced that the profits of Standard Oil business were the result chiefly of its foresight and business ability; that they came from its establishment at an early date of a system of pipe lines and refineries which gave it unapproachable facilities for doing a legitimate business; that it had developed much of the business which was now its own; had perfected the oil industry and had kept down prices within certain limits.

Supreme Court's Interpretation of Sherman Law.

The decision of the Supreme Court in the Standard Oil case was announced by Chief Justice White, who, in opening, reviewed the preliminary proceedings in the lower court and re-stated the essential points in the Government bill. The Court dismissed the defendants' objection to its jurisdiction in a few words by holding that the same was not well founded. Then coming to the arguments as to the law and facts in the case, the Court observed that out of the "jungle" of law and facts both sides were agreed only in one thing and that was that the determination of the controversy rested upon the proper construction and application of the first and second clauses of the Sherman Anti-Trust Act. The sections in question are as follows:—

> "*Sec.* 1. Every contract, combination in the form of trust or otherwise, or conspiracy, in restraint of trade or commerce among the several States, or with foreign nations, is hereby declared to be illegal. Every person who shall make any such contract or engage in any such combination or conspiracy, shall be deemed guilty of a misdemeanour, and, on conviction thereof, shall be punished by fine not exceeding $5,000 or by imprisonment not exceeding one year, or by both said punishments, in the discretion of the Court.
>
> "*Sec.* 2. Every person who shall monopolize, or attempt to monopolize, or combine or conspire with any other person or persons, to monopolize any part of the trade or commerce among the several States, or with foreign nations, shall be deemed guilty of a misdemeanour, and on conviction thereof, shall be punished by fine not exceeding $5,000, or by imprisonment not exceeding one year, or by both said punishments, in the discretion of the Court."

The views of the two sides as to the law were, the Court continued, as far apart as the poles. The same was true as to the facts. The first section of the Sherman law dealt with "restraint of trade." The subject of the second section was "attempt to monopolize and monopolization". The Chief Justice said that in getting at the meaning of these words he would be guided by the principle that where words are employed in a statute which at the time had a well-known meaning in common law or in the law of the country they were presumed to have been used in this sense, unless the context compels to the contrary. The first section of this statute had been made broad so as to embrace all forms of restraint, the second section to make sure

that by no possible guise can the public policy embodied in the first section be evaded. The Court held, however, that "the rule of reason must be applied in applying a statute to any given set of facts." It had been contended by the Government that the language of the statute embraced every contract, combination, &c., in restraint of trade, and left no room for the exercise of judgement. The error of the Government on this point was in assuming that the Court had already upheld these contentions. "It is obvious," said the Court, "that judgement must in every case be called into play in order to determine whether a particular act is embraced in the statutory clauses, and whether, if the act is within such clauses, its nature or effect causes it to be a restraint of trade within the contention of the Act."

Application of Statute to Standard Oil Case.

The Chief Justice next took up the facts and the application of the statute to them. As a matter of fact the courts found that the results enlarging the capital stock of the Standard Oil Company of New Jersey and the acquisition by that Company of the shares of the stock of the other corporations, in exchange for its certificates, gave to the corporation an enlarged and more perfect sway and control over the trade and commerce in petroleum and its products. The effect of this, Chief Justice White said the lower Court held, was to destroy "the potentiality of competition," which otherwise would have existed to such an extent as to be a combination or conspiracy in restraint of trade in the first section of the Act, and also to be an attempt to monopolize and a monopolization bringing about a perennial violation of the second section.

"We see no cause to doubt the correctness of these conclusions," said the Chief Justice, "considering the subject from every aspect, that is, both in view of the facts established by the record and the necessary operation and effect of the law as we have construed it upon the inferences deducible from the facts.

"No disinterested mind, "said the Chief Justice," could resist the conclusion that the genius for development and organization manifested from the beginning soon begot the intent to exclude others. Considering the period from the trust agreements of 1879 and 1882 to the time of the expansion of the New Jersey corporation the Court recalled the gradual extension of power over the oil trade, the decision of the Supreme Court of Ohio, the tardiness to conform to that decision, as so many signs of the intent at exclusion. The acquisition of every means of development including transportation agencies, confirmed that view.

"The inference that no attempt to monopolize could have been intended and that no monopolization resulted from the acts complained of, since it is established that a very small percentage of the crude oil produced was controlled by the combination, is unwarranted," said the Court.

The Court then considered the arguments that the statute could not be applied under the facts in the case without impairing rights and property and destroying the freedom of contract of trade, which is essentially necessary to the well-being of society. "But the ultimate foundation of all these arguments," said the Chief Justice, "is the assumption that reason may not be resorted to in interpreting and applying the statute, and, therefore, the statute unreasonably restricts the right to contract and unreasonably operates upon the right to acquire and hold property. As the premise is demonstrated to be unsound by the construction we have given the statute, of course the propositions which rest on that premise need not be further noticed."

Supreme Court's Decree.

Finally, the Chief Justice came to apply the remedy. He said that ordinarily where violations of the Act were found it would suffice to enjoin further violations. In a case, however, where a monopolization or attempt to monopolize was established, or the existence of a combination is proven, which was a perennial violation of the statute, further relief was called for

The lower court, he pointed out, had first, enjoined the combination and in effect directed its dissolution; second, forbidden the New Jersey corporation from exercising any control by virtue of its stock ownership over the subsidiary corporations, and enjoined these corporations from recognizing in any manner the authority or power of the New Jersey corporation by virtue of such ownership; third, enjoined in the sixth section of the decree the subsidiary corporations, after the dissolution, from doing any act which could create a like illegal combination; fourth, enjoined the New Jersey corporation and all the subsidiary corporations from doing any business in interstate commerce, pending the dissolution of the combination by the accomplishment of the transfer of stocks which the decree in its essence required; and, fifth, gave thirty days to carry out the directions of the Court. The Court said this decree was right and should be affirmed, except as to what it termed "minor matters." One of these was the extension of the time the decree should be put into effect from one month to six months. The other modification was more important and had to do with the sixth section of the decree, which forbade the formation by the subsidiary corporations or their stockholders of like combinations.

"We construe the sixth paragraph of the decree," said the Chief Justice, "not as depriving the stockholder or corporations to live under the law of the land, but as compelling obedience to that law."

He said it did not follow because an illegal restraint of trade or an attempt to monopolize or a monopolization resulted from the combination of the corporation of the New Jersey corporation that a like restraint or attempt to monopolize or monopolization would necessarily arise from agreements between one or more of the subsidiary corporations after the transfer of the stock by the New Jersey corporation.

American Tobacco Case.

The suit of the United States Government against the American Tobacco Company for violation of the Sherman Anti-Trust Act was begun in the United States Circuit Court of New York in July, 1907, the defendants named in the bill being sixty-five corporations and twenty-nine individuals. Among the corporations named were the American Tobacco Company and its alleged British allies—the Imperial Tobacco Company and the British American Tobacco Company. Among the individuals named were Thomas F. Ryan and James B. Duke, and other chief directors and officers of the American Tobacco Company and affiliated concerns.

The Indictment.

The bill traced the progress of the alleged combination as far back as 1891, alleging that the defendants have had the "expanding purpose to dominate the tobacco industry,"and in pursuance of that purpose have progressively absorbed competitors and driven them out of business by attacking them and threatening to attack them with ferocious competition and unfair trade methods and then buying them in, or through offers of irresistible sums of money.

The plants secured, the complaint continued, were generally abandoned, but the names and brands of the old concerns were used in connection with the products of plants operated by the trust. It was further alleged that the defendants had entered into contracts, combinations and conspiracies to apportion among themselves the trade of the world, the American Tobacco Company to operate in this country, the Imperial Tobacco Company of London to cover the English field and the British American Tobacco Company to conduct business in the rest of the world.

Another allegation was that the defendants had concealed their ownership of controlled companies and procured and permitted such companies to be held out and advertised as wholly independent of the trust or any combination, "intending to mislead, deceive and defraud the public and more effectively cripple existing competitors and keep out new ones". It was also charged that the trust had in certain districts reduced prices of its products below the cost of production, with the object of destroying com-

petition, and in other districts had bid up the price of raw materials above the real value, with the same object.

The Judgement.

The decision was rendered by Chief Justice White, and called forth a dissent from Justice Harlan, who took the same ground as he did in the Standard Oil case when he objected to the use of the "rule of reason" in determining whether the combination was a monopoly in the eyes of the law or a "combination in restraint of trade" under the statute. His reasoning is that so long as there is restraint of trade in any degree the statute is violated, while the majority hold that only unreasonable restraint is meant by the statute.

The decision is thus summarized in a statement issued by Attorney General Wickersham, commending the judgment of the court, as follows:

"The decision in the tobacco case in the most comprehensive and sweeping manner sustains the position taken by the government with respect to the decree below. It reverses the action of the circuit court in dismissing from the bill the individual defendants, the British American Tobacco Company, Limited, the Imperial Tobacco Company, Limited, and the United Cigar Stores Company, holding that they are all parties to the unlawful combination which is condemned by the decree.

The Court gives an interpretation of its decision in the Standard Oil case, saying that it was there held, 'that in view of the general language of the statute and the public policy which it manifested, there was no possibility of frustrating that policy by resorting to any disguise or subterfuge of form, since resort to reason rendered it impossible to escape by any indirection the prohibition of the statute.'

"It then holds that the history of the tobacco combination is so replete with the doing of acts which it was the obvious purpose of the statute to forbid, so demonstrative of the existence from the beginning of a purpose to acquire dominion and control of the tobacco trade, not by the mere exertion of the ordinary right to contract and to trade, but by methods devised in order to monopolize the trade by driving competitors out of business which were ruthlessly carried out upon the assumption to work upon the fears or to play upon the creditors.

"Holding, therefore, that the combination as a whole and all its co-operating and associative parts, in whatever form clothed, constitutes a restraint of the trade within the first section of the Sherman Act and an attempt to monopolize and a monopolization within the second section, the court remands the cause to the circuit in New York for the purpose of working out some plan of disintegration of the combination which will recreate 'a new condition which shall be honestly in harmony with and not repugnant to the law.'

"It gives the defendants six months within which to work out that result, with the right in the circuit court to extend that time two months 'if it shall seem to it proper, and provides that during the period each and all of the defendants, individuals as well as corporations, shall be enjoined from doing any account which might further extend or enlarge the power of the combination by any means or device whatsoever, and that if, at the end of the time so allowed, such a condition of disintegration in harmony with law is not brought about, it shall be the duty of the circuit court, either by way of injunction restraining the movement in interstate or foreign commerce of the products of the combination or by the appointment of a receiver of the entire combination to give effect to the requirements of the statute.'"

BULLETINS ISSUED DURING THE MONTH OF MAY BY THE ANNUITIES BRANCH, DEPARTMENT OF TRADE AND COMMERCE, CANADA.

THERE is nothing more admirable than thrift, and there is nothing more pitiable than when the accumulations of thrift are pocketed by the rapacious harpies who prey upon the small investor," says the London (Eng.) Econ-

omist. Thrift is both a private and a public virtue, and as a private virtue it gives that feeling of independence and courage which springs from the sense of security, and which are not only virtues in themselves, but are an almost indispensable basis of character. As wages, salaries, and profits grow in all ranks of society, there is a natural tendency for the standard of living to rise, luxuries become comforts, and comforts become necessaries, and although different views may be held as to the lavish habits of wealthy individuals, there is a general agreement as to the need of thrift among persons of small incomes. It is not only desirable and absolutely necessary that the individual should take care to put aside a reasonable proportion of his income for investment, but that he should shun the maelstrom of improvidence that inevitably leads to the poorhouse, and no better plan of investment could be offered him than that which is provided by the Canadian Government Annuities' Act. It is not only absolutely safe, but the benefits to be derived from an investment in the purchase of an Annuity are far more bountiful than those which may be derived from any other safe investment, the Annuity representing a return to the investor of a portion of his capital as well as the interest thereon in periodical payments calculated upon the number of years he may live, and he gets full benefit of every dollar he invests, not one cent being charged him for any expense. If he lives the number of years from and after sixty which he may be expected to live, he will receive back all that he pays in with compound interest at four per cent. If he should survive his expectation, the income will not cease, but will be continued in regular payments every quarter should be live to be 100 or longer, and this fact will probably concern him more than the possibility that he might die before he had received back all that he had paid in. Starting at sixty to receive an Annuity, he would in fourteen or fifteen years get back all that he had paid in with the interest thereon. We do not know of any institution which could possibly afford to offer terms so advantageous, and if the people of Canada were able to realize the favourable conditions on which Annuities could be secured from the Government, there would be very few among the thrifty and thoughtful who would not take advantage thereof. If you will write to the Superintendent of Annuities, Ottawa, he will furnish you with all the information desired as to cost, &c. Give him your age last birthday, and state the age at which you desire the Annuity to begin, but do not forget that it cannot begin until you are fifty-five, though you may have it begin at any later age you desire. It will demonstrate to you the tremendous earning power of moneys at compound interest.

The Closing Days.

A Toronto daily last week contained a despatch from a neighbouring city that .....aged 101 years had gone to the County Industrial Home, there to end his days, and he is said to have gone at his own request. But how the report startles us, that a man after fighting the battle of life for over one hundred years has to end his days in a poorhouse! The despatch further stated that the old gentleman had a son of seventy-five and two grandsons of over fifty, living in the same County. Naturally, the reader would think it strange that so sad a course could have been necessary. But if the inner history were known, it would probably be revealed that the son and grandsons are in almost as bad a plight as the old man, and that he preferred to go to the poorhouse rather than to add to their burdens. The case is a pathetic one, but it is not unique—you hear of such every day—and the whole story emphasizes how terrible is an old age of penury, and how important it is that we should regard youth "as the springtime which soon departeth, and wherein we ought to plant and sow all provision for a long and happy life." If the old gentleman had been in receipt of a Canadian Government Annuity of only $200 his presence in the home of the son or grandson would have been a boon rather than a burden, and the cozy-corner would, no doubt, have been kept for him. He

may have been a sober and industrious youth, but he had no system of investment which was absolutely safe, and which would yield him a bountiful return for the amounts which he might from time to time save; and so his money was spent or lost as fast as it was earned. But there is no such excuse for the boys or girls, men or women, of Canada today, for by the Canadian Government Annuities Act they are provided with a system by which their savings will be taken care of and invested by the Government, and under which they will receive a return larger than it would be possible to secure from any other safe investment, because when the Annuity begins each payment absorbs a portion of the purchase money as well as of the interest thereon, and if the Annuitant lives the average number of years he may be expected to live he will get back all that he had paid in with accumulated interest at four per cent. If he lives beyond this period, the Annuity will not cease, but will be continued to him every three months so long as he may live. The plan is available at any Money Order Office in Canada. The Postmaster will give you a booklet which will explain the system, and if you wish for information as to the cost, all you need do is to write to the Superintendent of Annuities, Ottawa, postage free, giving him your age last birthday, and he will advise you by first mail what this will be. Remember that it is the only absolutely safe plan by which your old age may be made free from anxiety, and happy and comfortable, and that it is the only sure plan by which a wage-earner or person on small salary can provide for the rainy day.

FAIR WAGES SCHEDULES IN GOVERNMENT CONTRACTS AWARDED DURING THE MONTH OF MAY, 1911.

The following is a list of contracts awarded by the Department of Public Works, Department of Railways and Canals, and the Department of Marine and Fisheries which have received the signatures of both parties, together with the fair wages schedule inserted in each contract, setting forth the minimum rate of wages to be paid to the labourers engaged upon the works. A statement of orders for supplies given by the Post Office Department is added.

Department of Public Works.

THE general clause for the protection of labour was inserted by the Department in the following contracts awarded during May, 1911.

ERECTION OF COUNTER, ETC., CUSTOMS HOUSE, SYDNEY, C.B., N.S.

Erection of counter, &c., Customs house, Sydney, C.B., N.S.; name of contractor, Chappell Bros. & Company, Limited, Sydney, N.S., Date of contract, April 5, 1911. Amount of contract, $400.

INSTALLATION OF ELECTRIC LIGHT WIRING AND FITTINGS, POST OFFICE, ORANGEVILLE, ONT.

Installation of electric light wiring and fittings, post office, Orangeville, Ont. Name of contractor, Hall & Dollery, Toronto, Ont. Date of contract, May 13, 1911. Amount of contract, $438.

FAIR WAGES CLAUSE.

All mechanics, labourers or other persons who perform labour in the construction of the work hereby contracted for shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property or in the case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages, or what are the current hours fixed by the custom of the trade, it shall be determined by the Minister of Labour, whose decision shall be final.

These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the person entitled to payment for the use or hire of horses or teams shall have the rights in respect of moneys so owing them as if such moneys were payable to them in respect of wages.

In the event of default being made in payment of any money owing in respect of wages of any mechanic, labourer or other person employed on the said work, and if a claim therefor is filed in the office of the Minister of Public Works and proof thereof satisfactory to the Minister is furnished, the said Minister may pay such claim out of any moneys at any time payable by His Majesty under said contract and the amounts so paid shall be deemed payments to the Contractor.

PUBLIC BUILDING, DRESDEN, ONT.

Public building, Dresden, Ont. Name of contractor, W. E. Clark, Wallaceburg,

Ont. Date of contract, April 12, 1911. Amount of contract, $13,000.

Trade or Class of Labour.	Rate of Wages Per Day of 10 Hours, Not less than:
Stonecutters	$3.50
Bricklayers	3.50
Masons	3.50
Carpenters	2.00
Joiners	2.00
Stairbuilders	2.25
Plasterers	3.00
Lathers	.03 per yard
Painters and glaziers	2.00
Plumbers	2.50
Steamfitters	2.50
Tinsmiths	2.00
Metal roofers	2.25
Electrical workers	2.25
Builders' labourers	1.75
Ordinary labourers	1.50
Driver, 1 horse and cart	2.50
Driver, 2 horses and wagon	3.50

HOT WATER HEATING APPARATUS, BATTLEFORD, SASK.

Hot water heating apparatus in public building, Battleford, Sask. Name of contractor, The Mun Light, Heat and Power Pompany, Limited, Brandon, Man. Date of contract, May 1, 1911. Amount of contract, $2,422.

In tendering for the work herein contemplated the tenderers, when called upon to enter into contract, will be bound to agree to pay the workmen engaged in the said work such wages as are generally accepted as current in each trade for competent workmen in the district where the work is carried out, and the said tenderers, after having signed the contract, will be held and bound to conform themselves to the wording of this clause.

HOT WATER APPARATUS, VERNON, B.C.

Hot water heating apparatus in public building, Vernon, B.C. Name of contractor, The Colbert Plumbing and Heating Company, Limited, Victoria, B.C. Date of contract, May 4, 1911. Amount of contract, $2,135.

In tendering for the work herein contemplated the tenderers, when called upon to enter into contract, will be bound to agree to pay the workmen engaged in the said work such wages as are generally accepted as current in each trade for competent workmen in the district where the work is carried out, and the said tenderers, after having signed the contract, will be held and bound to conform themselves to the wording of this clause.

EXTENSION TO THE NORTH BREAKWATER, RICHIBUCTO, N.B.

Extension to the north breakwater, Richibucto, N.B. Name of contractor, Thos. P. Charleson, Ottawa, Ont. Date of contract, May 5, 1911. Amount of contract, $20,995.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman carpenter	$2.50
Carpenters	1.75
Blacksmiths	2.00
Blacksmiths' helpers	1.50
Engineman for pile-driver	1.75
Powderman	1.50
Quarrymen	1.50
Ordinary labourers	1.25
Driver, 1 horse and cart	2.00
Driver, 2 horses and wagon	3.00

PUBLIC BUILDING, FAIRVILLE, N.B.

Public building, Fairville, N.B. Name of contractor, R. A. Corbett, St. John, N.B. Date of contract, May 18, 1911. Amount of contract, $17,400.

Trade or Class of Labour.	Rate of Wages, Per Day of 9 Hours, Not less than:
Carpenters	$2.50
Bricklayers	4.05
Masons	4.05
Stonecutters	3.20
Painters and glaziers	2.50
Plasterers	3.50
Plumbers and steamfitters	2.25
Sheet metal workers	2.25
Builders' labourers	1.80
Common labourers	1.50
Driver, one horse and cart	2.50
Driver, 2 horses and wagon	4.00

CONSTRUCTION OF PLAZA, OTTAWA, ONT.

Construction of "Plaza" between Dufferin and Sappers Bridge, Ottawa, Ont. Name of contractors, J. O'Toole and Wm. H. McGillivray, Ottawa, Ont. Date of contract, May 16, 1911. Amount of contract, $236,000.

Trade or Class of Labour.	Rate of Wages,, Not less than:
Carpenters	$ .30 per hr., 9 hrs. p. day
Stonecutters	.44 " 8 "
Masons	.50 " 9 "
Builders' labourers	.25 " 9 "
Common labourers	.18 " 9 "
Structural steel workers	.35 " 9 "
Driver, 1 horse and cart	.30 " 10 "
Driver, 2 horses and wagon	.45 " 10 "

PUBLIC BUILDING, MONTREAL, QUE.

Construction of public building for postal station "C", Montreal, Que. Name of contractors, J. B. Séguin and J. M. Guindon, Montreal, Que. Date of contract, May 20, 1911. Amount of contract, $95,000.

Trade or Class of Labour.	Rate of Wages, Not less than:
Carpenters	$ .30 per hr., 9 hrs. p. day
Bricklayers	.45 " 9 "
Masons	.40 " 9 "
Stonecutters	.40 " 8 "
Painters and glaziers	.27½ " 9 "
Plasterers	.40 " 9 "
Plumbers and steamfitters	.35 " 9 "
Sheet metal workers	.30 " 9 "
Builders' labourers	.22½ " 9 "
Ordinary labourers	.17½ " 10 "
Driver, 1 horse and cart	3.50 per day, 10 hours.
Driver, 2 horses and wagon	5.00 " 10 "
Electricians	.27½ per hr. 9 "
Lathers	2.00 per M.

EXTENSION, PUBLIC WHARF, ETC., RICHIBUCTO, N.B.

Extension, public wharf, Richibucto, N.B. Name of contractor, Thos. O. Murray, Richibucto, N.B. Date of contract, May 26, 1911. Amount of contract, $17,000.

Trade or Class of Labour.	Rate of Wages, Not less than:
Foreman carpenter	$2.50 per day, 10 hours
Carpenters	1.75 " 10 "
Blacksmiths	2.00 " 10 "
Blacksmiths' helpers	1.50 " 10 "
Dredge captain	$50 per month and board
Dredge engineer	35 " "
Cranemen	25 " "
Firemen	25 " "
Scowmen	25 " "
Deckhands	25 " "
Cook (female)	18 " "
Tug captain	50 " "
Tug engineer	35 " "
Tug fireman	25 " "
Ordinary labourers	$1.25 per day 10 hours.
Driver, 1 horse and cart	2.00 " 10 "
Driver, 2 horses and wagon	3.00 " 10 "

LANDING PIER, CHATEAUGUAY, QUE.

Landing pier, Chateauguay, Que. Name of contractor, Eugène Patenaude, Montreal, Que. Date of contract, May 23, 1911. Amount of contract, $7,243.84.

Trade or Class of Labour.	Rate of Wages, Per Day, of 10 Hours Not less than:
Foreman carpenter	$3.00
Carpenters	2.25
Blacksmiths	2.25
Blacksmiths' helpers	1.75
Ordinary labourers	1.50
Driver, 1 horse and cart	2.25
Driver, 2 horses and wagon	3.50

ALTERATION TO CENTRAL POST OFFICE, MONTREAL, QUE.

Alterations to Central Post Office, Montreal, Que. Name of contractor, Jos. Bourque, Hull, Que. Date of contract, May 27, 1911. Amount of contract, $252,500.

Trade or Class of Labour.	Rate of Wages, Not less than:
Carpenters	$ .30 per hr., 9hrs. p. day
Bricklayers	.45 " 9 "
Masons	.40 " 9 "
Stonecutters	.40 " 8 "
Painters and glaziers	.27½ " 9 "
Plasterers	.40 " 9 "
Plumbers and steamfitters	.35 " 9 "
Sheet metal workers	.30 " 9 "
Builders' labourers	.22½ " 9 "
Ordinary labourers	.17½ " 10 "
Driver, 1 horse and cart	3.50 per day, 10 hours.
Driver, 2 horses and wagon	5.00 " 10 "

WOODEN LIGHTHOUSE AT HALL HARBOUR, COUNTY OF KINGS, N.S.

The construction of a wooden lighthouse on a steel frame, at Hall Harbour, County of Kings, N.S. Name of contractor, Alexander H. Dyas, contractor, Parrsboro. Amount of contract $325.00. Date of contract, April 26, 1911.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$2.00
Painters	2.00
Bricklayers	3.50
Masons	3.00
Labourers	1.50

SHED AND MAST LIGHT AT EASTERN POINTS HARBOUR, COUNTY OF LUNENBURG, N.S.

The construction of a shed and mast light at Eastern Points Harbour, County of Lunenburg, N.S. Name of contractor, Jas W. Smith, contractor and carpenter, Lunenburg, N.S. Amount of contract, $185.00. Date of contract, April 22, 1911.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$2.00
Painters	2.00
Labourers	1.50

WOODEN LIGHTHOUSE TOWER AT HAMPTON, COUNTY OF ANNAPOLIS, IN THE PROVINCE OF NOVA SCOTIA.

The construction of a wooden lighthouse tower at Hampton, county of Annapolis, in the Province of Nova Scotia. Name of contractor, John Fenwick Titus, merchant, of Hampton. Amount of contract, $585.00. Date of contract, April 26, 1911.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Carpenters	$2.00
Painters	2.00
Bricklayers	3.50
Masons	3.00
Labourers	1.50

WOODEN SHELTER SHED ON POINTE NOIRE, SAGUENAY RIVER, CHICOUTIMI COUNTY, P.Q.

The construction of a wooden shelter shed on Pointe Noire, Saguenay River, Chicoutimi County, P.Q. Name of contractor, Jean Lacroix, carpenter, Tadousac, P.Q. Amount of contract, $350. Date of contract, April 27, 1911.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Painters	$1.75
Carpenters	1.75
Labourers	1.35

Department of Railways and Canals.

IMPROVEMENT OF THE UPPER ENTRANCE TO LOCK NO. 19 OF THE CORNWALL CANAL

Improvement of the upper entrance to Lock No. 19 of the Cornwall Canal. Date of contract, May 30, 1911. Amount of contract, schedule rates. Contractors, Fallon Brothers.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
General foreman	$3.50
Foreman carpenter	2.75
Carpenters	2.25
Blacksmiths	2.25
Foreman labourers	2.50
Labourers	1.50
Stationary engineer	2.25
" fireman	1.50
Horse, cart and driver	2.50
Team and driver	3.50

CONSTRUCTION, ERECTION AND COMPLETION OF REPAIRS TO THE MOVEABLE DAM OF THE SAULT STE. MARIE CANAL

Construction, erection and completion of repairs to the moveable dam of the Sault Ste. Marie Canal. Date of contract, May 20, 1911. Amount of contract, schedule rates. Contractors, Canada Foundry Company, Limited.

Trade or Class of Labour.	Rate of Wages, Per Day of 10 Hours, Not less than:
Foreman	$3.50
Structural steel workers	3.00
Foreman rigger	3.00
Riggers	2.50
Blacksmiths	2.75
Labourers	1.75
Team and driver	4.50

Post Office Department.

During the month of May orders were given by the Post Office Department for the supplies below mentioned, subject to the regulations for the suppression of the Sweating System, and the securing of payment to the working men and working women of fair wages, and the performance of the work under proper sanitary conditions.

Nature of Orders.	Amount of Orders.
Making metal dating stamps and type, and making other hand stamps and brass crown seals	$ 963.33
Making and repairing rubber dating stamps and type, also other stamps	44.05
Supplying stamping material and wooden boxes, and repairing stamping pads	83.52
Supplying mail bags	5,518.76
Repairing mail bags	1,866.53
Making and repairing Post Office scales	181.00
Making and repairing mail locks, and supplying mail bag fittings	475.75
Supplying Railway Mail Clerks' tin travelling boxes and steel cases for Automatic Stamp Vending Machines, and repairing portable letter boxes, parcel receptacles, Railway Mail Clerks' tin travelling boxes and street letter boxes	865.55
Making and repairing miscellaneous articles of Postal Stores	39.25
Making and supplying articles of official uniform	7,157.81

INDUSTRIAL ACCIDENTS DURING THE MONTH OF MAY, 1911.

Under this heading, account is taken of such accidents only as were sustained by workmen in the course of thier employment, and resulted in loss of life or limb or other serious impairment to industrial efficiency. The accidents reported are such as have come to the notice of the Department through the press of the country or correspondents of the *Labour Gazette*. The department is also indebted to the Bureaus of Mines of Ontario and British Columbia, to the office of the factories' inspector of the Province of Ontario, the Ontario Railway and Municipal Board, and to the Department of Railways and Canals, for their kind assistance in furnishing the Department with the statement of returns of accidents reported to them.

INDUSTRIAL accidents occuring to 173 individual work people in Canada during the month of May, 1911, were reported to the Department of Labour. Of these fifty-two were fatal and 121 resulted in serious injuries. In addition, four fatal accidents were reported as having taken place prior to the beginning of the month, information not having been received by the Department before May, 1911.

In the preceding month there were seventy-six fatal and 106 non-fatal accidents reported, a total of 182, and in May, 1910, there were 133 fatal and 243 non-fatal accidents, a total of 376. The number of fatal accidents reported in May, 1911, was therefore twenty-four less than in the preceding month, and eighty-one less than in May, 1910. The number of non-fatal accidents reported in May, 1911, was fifteen more than in the preceding month, and 122 less than in May, 1910. Altogether there were nine fewer industrial accidents reported in May, 1911, than in the preceding month and 223 fewer than in the same month of the preceding year.

Of eighty returns received during the month, giving the ages of the victims of industrial accidents, five referred to persons under twenty-one years of age, nine to persons between twenty-one and forty-five, and three to persons over forty-five, Sixty-three persons were over twenty-one years of age, but their exact ages were not specified.

STATEMENT OF ACCIDENTS DURING MAY, 1911, BY INDUSTRIES AND TRADES.

Trade or Industry.	Killed.	Injured	Total
Agriculture	6	8	14
Fishing and hunting	4	.....	4
Lumbering	8	5	13
Mining	6	14	20
Building trades	1	5	6
Metal trades	4	28	32
Woodworking trades	.....	4	4
Printing trades	.....	.....	.....
Clothing trades	1	1	2
Textile trades	.....	.....	.....
Food and tobacco preparation	.....	6	6
Leather trades	.....	.....	.....
Railway service	11	24	35
Navigation	2	3	5
General transport	2	13	15
Public employés	.....	4	4
Miscellaneous	4	4	8
Unskilled labour	3	2	5
Total	52	121	173

Nature of Fatalities and Accidents.

The only great disaster of the month occurred on the construction of the Grand Trunk Pacific Railway Company.

Accident to Railway Construction Hands on Grand Trunk Pacific Railway.

On May 8, an accident occurred on the line of the Grand Trunk Pacific Railway in Northern Ontario which resulted in the death of five men and injury to two others. An official report of this disaster was made to the Chief Engineer of the National Transcontinental Railway Commission at Ottawa and is as follows:—

> "On the afternoon of May 8, the foreman and helper were engaged in loading a 16 foot hole in the face of the cut and had about five cases of dynamite in when a premature explosion took place killing the two men loading as well as three of the gang mucking in the cut, the muckers being buried under the rock. Two muckers were also injured but not seriously. The cause of the explosion

is unknown. The hole received its final spring in the morning of Saturday, May 6, precluding the theory that the hole might have been too hot."

Record by Industries and Trades.

Agriculture.—In this industry there were six fatal and eight non-fatal accidents in May, 1911, compared with six fatal and eight non-fatal accidents in April, and twenty-five fatal and twenty non-fatal accidents in May, 1910. Of the fatal accidents, two were caused by lightning, two were killed by train, one was thrown from a waggon, and one from a roller.

Fishing and hunting.—There were four deaths of fishermen during May, compared with six in April and two in May, 1910. Two fishermen were drowned by the upsetting of a boat in a squall, one from a collision with another vessel in a fog, and one fell from a boat and was drowned.

Lumbering.—During May there were eight fatal accidents and five non-fatal ones in the lumbering industry, compared with two fatal and seven non-fatal accidents in April, and fourteen fatal and fourteen non-fatal accidents in May, 1910. Of the fatal accidents, four men were drowned when log-driving, one was crushed by a falling log, a mill hand was struck and killed by a piece of wood, another one fell on a circular saw and was killed, and a third millhand was killed, by an elevator.

Mining.—There were six fatal accidents and fourteen non-fatal accidents reported in the mining industry, compared with nine men killed and seven injured in April, and fourteen killed and eleven injured in May, 1910. Of the fatal accidents, two men were drowned by a rush of water through the explosion of a shot, one man was killed by a falling rock, one by falling down a shaft, one by being struck by a cage and one was struck by a box and killed.

Building trades.—In the building trades there were reported, one fatal accident and five non-fatal ones, compared with six fatalities and seven accidents in April, and three fatal and ten non-fatal ones in May, 1910. The one fatal accident was caused by a man falling from a roof. All the non-fatal accidents were due to falling, one man falling from a roof, two from a scaffolding, one from a building, and one from a derrick.

Metal, engineering, and shipbuilding trades.—In the metal trades, four men were killed and twenty-eight seriously injured during the month, compared with fifteen killed and twenty injured in April, and nine killed and thirty-two injured in May, 1910. Of the fatal accidents, two men were killed by electric shocks, one was struck by an engine, one slipped under a car and was run over. Of the non-fatal accidents two were injured by molten metal, three by electricity, three by elevators, five by machinery, one by the bursting of an emery wheel, one by the explosion of a lamp, and five were struck by materials.

Woodworking trades.—In the woodworking trades there were no fatal accidents reported and four non-fatal accidents. Of these four, two were caused by machinery, one by a saw, and one by a splinter.

Clothing trades.—There was one fatality in the clothing trades, in which a man died from the effects of breathing sulphuric acid fumes. There was one non-fatal accident, caused by escaping steam.

Food and tobacco preparation.—In the trades relating to the preparation of food and tobacco, there were six persons injured during the month. One man fell down an elevator shaft, one slipped into a hot water vat, one was scalded by ammonia by the blowing out of a valve, one was struck by a falling barrel, one was injured by machinery, and one by live stock.

Railway service.—There were eleven men killed and twenty-four injured in the railway service, compared with eleven killed and fourteen injured in April, and twenty-five killed and thirty-nine injured in May, 1910. Of the fatal accidents, five men were killed by premature explosion, one was struck by a train, two were run over by cars, one was crushed between cars, and one by an automatic trucking machine; the nature of the remaining accident was

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F., No. 92.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF MAY, 1911.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Agriculture—				
Farmer	Des Jardais, Alta	May 6	1	Struck by lightning.
"	Robertson, Que	" 30	1	Thrown from waggon.
Farm hand	Precious Corners, Ont	" 3	1	Thrown from roller and skull fractured.
Farmer and wife	Norwood, Ont	" 12	2	Struck by a train when driving across track.
Farm hand	Douro, Ont	" 19	1	Struck by lightning.
Fishing and hunting—				
Fisherman	La Have Banks, N.S	" 2	1	Drowned by collision in a fog.
"	Off Prospect, N.S	" 5	2	Drowned by upsetting of boat in a squall.
"	Off Port Colborne, Ont	" 25	1	Drowned by falling off a boat.
Lumbering—				
Mill hand	Ottawa, Ont	" 11	1	Killed by elevator.
"	Gainsford, Alta	" 22	1	Fell on a circular saw.
"	Winnipeg, Man	" 8	1	Struck by a piece of wood.
Logger	Jarvis Inlet, B.C	" 1	1	Crushed by a falling log.
"	Goulais River, Ont	" 25	1	Drowned by upsetting of boat.
"	Upper Ottawa River	"	1	Drowned when on a lumber drive.
"	Upper Ottawa River	" 20	1	Drowned when on a lumber drive.
Mining—				
Coal miners	Glace Bay, N.S	" 5	2	Drowned by in-rush of water through explosion of shot.
Silver miner	Helen Mine, Ont	" 24	1	Struck by falling rock.
Coal miner	Glace Bay, N.S	" 18	1	Struck by a cage.
Coal miner	North Sydney, N.S	" 23	1	Struck by a box.
Silver miner	Cobalt, Ont	" 23	1	Fell down shaft.
Building trades—				
Painter	Toronto, Ont	" 8	1	Fell from roof and fractured skull.
Metal trades—				
Electrical worker	Maisonneuve, Que	" 12	1	Electrocuted when adjusting a dynamo.
Employé of electric light works	Picton, Ont	" 16	1	Electrocuted when cleaning switch board.
Iron and steel worker	Algoma, Ont	" 14	1	Slipped under car and run over.
Employé in car shop	Montreal, Que	" 23	1	Struck by an engine.
Clothing trades—				
Employé of military equipment factory	Montreal, Que	" 12	1	Killed by sulphuric acid fumes.
Railway service—				
Brakeman	Ekfrid, Ont	" 11	1	Fell when stepping on moving engine and run over.
Bridge worker	London, Ont	" 10	1	Struck by a train.
Construction foreman	New Liskeard, Ont	" 21	1	Fell between engine and van and run over.
Construction men	Northern Ontario	" 8	5	Killed by premature explosion.
Railway labourer	Winnipeg, Man	" 10	1	Crushed in automatic trucking machine.
"	Vancouver, B.C	" 3	1	Crushed between cars.
"	Hope, B.C	" 3	1	Leg crushed.
General transport—				
Teamster	Galt, Ont	" 25	1	Kicked by a horse.
Expressman	Toronto, Ont	" 17	1	Killed when trying to operate elevator.
Steam-boat hand	Rockland, Ont	" 26	1	Drowned, when guiding tackle to hoist hay.
Deckhand	Nelson, B.C	" 22	1	Fell off barge and drowned.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES F., No. 92.

TABLE OF FATAL ACCIDENTS DURING THE MONTH OF MAY, 1911.

Trade or Industry.	Locality.	Date.	No.	Cause of Fatality.
Miscellaneous trades—				
Night watchman	Pointe aux Trembles, Que.	May 12	1	Electrocuted.
Caretaker of golf links	Peterborough, Ont.	" 1	1	Killed by a falling stone.
Well digger	Ayr, Ont.	" 24	1	Fell to bottom of well.
Well digger	Qu'Appelle, Sask.	" 22	1	Struck by a falling derrick.
Unskilled labour—				
Labourers	Cornwall, Ont.	" 2	2	Electrocuted when helping to raise crane.
"	Montreal, Que.	" 6	1	Head caught in the door of a car and neck fractured.

FATAL ACCIDENTS HAPPENING IN THE PREVIOUS MONTH, BUT ONLY REPORTED TO THE DEPARTMENT IN MAY, 1911.

Fishermen	Near Sable Island, N.S.	Apr. —	2	Strayed from vessel in a fog and drowned.
Carpenter	Thorold, Ont.	" 26	1	Fell from scaffold.
Blanket factory hand	Brantford, Ont.	" 26	1	Hand injured, died from lockjaw.

not reported. Of the other accidents in the service, five fell from trains and were run over, one was caught in a coupling, four were injured by stepping from engines and cars, two were run over, two were hurt in collisions, one was thrown from a car, four were struck by various materials, and one was crushed in a coal chute; in one case the cause of the accident was not definitely stated.

Navigation.—In navigation there were two killed and three injured, compared with seven killed and one injured in April, and eleven killed and thirteen injured in May, 1910. One man was drowned when guiding tackle to hoist hay, and another one fell from a barge and was drowned. Of the non-fatal accidents one man fell into a ship's hold and one was struck by the handle of a capstan.

General transport.—During May there were two men killed and thirteen injured, compared with four killed and five injured in April, and three killed and eighteen injured in May, 1910. One man was killed by a horse, and one by an elevator. Of the non-fatal accidents, three were hurt in collisions, seven fell from vehicles, one man was pierced by a waggon tongue, one fell into a ship's hold, and one was hurt under a moving gangway.

Public employés.—Four public employés were reported to be injured during the month, compared with one killed and two injured in April, and six killed and nineteen injured in May, 1910. Two civic firemen were injured at fires, a policeman was hurt in a collision, and a jail turnkey was struck by a prisoner.

Miscellaneous trades.—In the miscellaneous trades there were four fatal accidents and four non-fatal ones, compared with nine killed and eight injured in April, and ten killed and ten injured in May, 1910. A night watchman was killed by an electric shock; a well digger fell to the bottom of a well; another was struck by a falling derrick; and a caretaker was killed by a falling stone.

Unskilled labour.—Three unskilled labourers were killed and two injured during the month, compared with four killed and eight injured during April, and nine killed and nine injured in May, 1910. Two labourers were killed by electricity, and one was killed by being caught in the door of a car. Of those that were injured, one was caused by a premature blast, and in the other case the man fell under a car and was run over.

TRADE DISPUTES DURING THE MONTH OF MAY, 1911.

DURING the month of May, there was a great increase in the number of trade disputes, a large number having occurred in the building trades. Building operations were impeded in many parts of the country and more particularly in Hamilton and Kingston, Ont., and Vancouver and Victoria, B.C. The strike of coal miners in Alberta and eastern British Columbia continued throughout the month. The strike of coal miners at Springhill, N.S., however, which had been in continuance since August 11, 1909, was terminated towards the end of the month and normal conditions were gradually being resumed.

Analysis of Trade Disputes during the Month.

Number and magnitude.—The number of trade disputes reported to have been in existence in Canada during May was thirty-four, an increase of twenty compared with April, and thirteen, compared with May, 1910. About 212 firms and 13,007 employés were involved in these disputes, 189 firms and 4,038 employés having been involved in new disputes.

Loss of time in working days.—The loss of time to employés through trade disputes was approximately 299,400 working days, compared with a loss of 202,275 days in April and 71,830 days in May, 1910.

Trades affected by new disputes.—The following table shows the trades affected by new disputes and the number of employés in each group of trades:

Trades.	No. of disputes.	No. of employés.
Building	13	1,497
Metal	6	787
Clothing	1	60
Food and tobacco preparation	1	.....
Railway service	3	1,429
Transportation	2	265
Total	26	4,038

Localities affected by new disputes.—The new disputes of the month took place in the following provinces:

Province.	No. of disputes.
New Brunswick	2
Quebec	1
Ontario	16
Manitoba	2
British Columbia	5
Total	26

Causes of disputes.—The following were the principal causes of the disputes of the month:

Cause.	No. of disputes.
For higher wages	17
For higher wages and shorter hours	1
For higher wages and recognition of union	1
Against reduction in wages	2
For shorter hours	1
Dispute between unions	1
Against piece-work system	1
Unclassified	2
Total	26

Methods of settlement.—Of thirty-four disputes in existence during the month the termination of twenty-one was reported to the Department, leaving thirteen still unsettled. Three disputes were settled of conciliation, ten by negotiations between the parties concerned; in four cases work was resumed without negotiations; in three the places of the strikers were filled, and in one the method of settlement was not reported.

Results of disputes.—Of the nineteen disputes of which the results were reported during the month, eight terminated in favour of the employers, seven in favour of the employés; and in four, compromises were effected. In two disputes that were terminated the results were not reported.

Disputes which Commenced Prior to the Beginning of the Month.

The trade disputes of previous months which were still in continuance during May were strikes of coal miners, at Springhill, N.S., in Alberta and Eastern British Columbia, and at Bankhead,

Alta., carpenters and joiners at Vancouver, B.C.; painters at Port Arthur and Fort William, Ont.; patternmakers at Peterborough, Ont.; pulp mill hands at St. George, N.B.; and lockout of carpet weavers at Toronto, Ont.

Settlement of Strike of Coal Miners at Springhill, N. S.

On May 27, the strike of coal miners at Springhill, N.S., which had been in existence since August 10, 1909, was declared off. The principal demands of the men were: the recognition of the United Mine Workers of America; the adoption of a schedule of prices involving an increase in wages, and a change in the "docking system." The dispute had been referred to a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act, 1907, and the Board had been unable to effect a settlement. Until the end of the year 1909, the mines were completely closed down, but since the beginning of 1910 they have been operated to a limited extent. Late in 1910, the property concerned was bought by the Dominion Iron and Steel Company, but the change in ownership did not immediately terminate the dispute. During May, negotiations for a settlement were commenced through the medium of Honourable G. H. Murray, Premier of Nova Scotia, and at the instance of the employés, with the result that a settlement was effected as indicated in the following message received by the Minister of Labour on May 29 from Mr. J. H. Plummer, President of the Dominion Iron and Steel Company:

"I am glad to be able to advise you officially, strike at Springhill has been abandoned. The men are returning to work on statement from us to the Premier of Nova Scotia, as to our intentions in regard to work and wages and without recognition of their union. They have accepted a necessary reduction in miners' wages, of ten per cent., which gives us some hope of being able to operate the collieries at reasonable cost. While the Company's position has been fully maintained, we have taken every precaution not to make it hard for the men to return."

It was subsequently reported by the Company that the terms of settlement were as follows:

1. All men will be taken back to work as soon as places can be found for them. It is confidently believed that the majority of the men can be provided with work within forty-five days, and every reasonable effort will be made on the part of the Company to accomplish this sooner.

2. That the award of the Longley Board, in regard to the docking system will go into effect on June 1, but this can be mutually adjusted after trial, if considered desirable.

3. There will be no reduction in the wages of the day hands, in and around the mines, in the rate paid prior to August 10, 1909, and any advances given in the schedule dated January 26, 1911, shall remain in force.

4. That the reduction of fifteen per cent. announced by J. R. Cowans and authorized on January 20, 1911, by the Dominion Coal Company in the rate paid coal producers immediately prior to August 10, 1909, be reduced to ten per cent., and in any place of the mine where, owing to change of conditions in the coal, a cutter is unable to earn his average wage, fair consideration will be allowed, and such consideration may be altered, from time to time, to meet conditions as they arise.

5. Coal cutters shall not be required to carry timber or other material necessary to work with at the working face, such material to be supplied at the most convenient place near the working face of the board or pillar by the Company, except in special cases, or cases of emergency.

6. Every man will be accorded his right to present any just grievance to his immediate superior, with a right of appeal ultimately to the President, and at any stage for that purpose he may be accompanied by one or two of his fellow workmen, from the section in which the alleged grievance exists.

About 1,000 men were still out when the settlement was reached and the loss occasioned by this dispute was extremely heavy, the town of Springhill being burdened with a large debt.

Strike of Coal Miners in Alberta and Eastern British Columbia.

No settlement was reported in a strike of coal miners in Alberta and the Crow's Nest Pass District of British Columbia, which began on April 1, on account of failure to reach a new agreement, to replace one which had expired on that date. About 6,000 members of the United Mine Workers of America, and 1,000 non-unionists, employés of sixteen companies, were involved in this dispute.

Strike of Coal Miners at Bankhead, Alta.

No settlement was reported in the case of the strike of coal miners at Bankhead, Alta., who stopped work on April 21, on account of failure to reach a new agreement with their employers. One firm and about 550 men were directly affected by this dispute, and twenty, indirectly.

Lockout of Carpet Weavers at Toronto, Ont.

No settlement was reported in the case of a lockout of 114 carpet weavers which took place at Toronto, Ont., on March 26. In a report received from the Carpet Weavers' Association it was stated that the Toronto Carpet Manufacturing Company, which was involved in this dispute, was aware of the existence of a Carpet Weavers' Union, but had not shown disapproval of it prior to this dispute. It was claimed that on March 22, the firm sent for six weavers and told them they would be required to sign a document pledging themselves not to belong to any union. When the weavers heard of this from the six men, they sent a deputation on March 24, to ask if it applied to all of them. It was alleged that the firm had not taken any step to bring before them the document which the six men had been asked to sign. No settlement of this dispute took place during the month.

Strike of Pulpmill Hands at St. George, N.B.

No settlement was reported in the case of the strike of pulpmill hands which took place at St. George, N.B., on April 26, on account of the refusal of the employers to grant a demand for a reduction in working hours from thirteen and twelve hours per day, to an eight-hour day, and an increase in the minimum wages from fifteen cents to twenty-two cents per hour. It was stated by the employers that fifty men were involved in this dispute and two establishments were affected, one of them being in the United States.

Strike of Pattern Makers at Peterborough, Ont.

On April 18, a strike of pattern makers employed with the Canadian General Electric Company took place at Peterborough, Ont., on account of the refusal of the Company to grant the demand for wages of $3.25 for a ten-hour day. It was stated by the Company that twelve out of the twenty-four men stopped work. On May 5, the dispute was terminated, a compromise as to wages having been arrived at.

NEW DISPUTES

Strike of Maintenance-of-Way Employés, Michigan Central Railway.[1]

On May 3, the sectionmen employed on the Michigan Central Railway between Niagara Falls and Windsor ceased work on account of orders issued by the Michigan Central Railway Company announcing a reduction of ten cents per day in their wages. Application having been made to the Department of Labour by the men for the establishment of a Board of Conciliation and Investigation, an officer of the Department was sent to St. Thomas to investigate and confer with the two parties involved with, the result that the dispute was terminated on May 26, the Company agreeing to take back the employés at the rates in force previous to the strike. It was reported that between 1,200 and 1,400 employés were involved in this dispute.

Strike of Structural Ironworkers at Toronto, Ont.

On May 1, a strike of structural ironworkers took place at Toronto, Ont., on account of the refusal of the employers to grant an advance from thirty-five cents to forty cents per hour in wages. It was claimed by the men that the advance was requested on the grounds that they had only nine months work in the year, and that their wages averaged $13 a week. The hazardous nature of the work was given as another reason for the demand. It was stated that five firms and 200 men were directly affected, and three firms indirectly affected. Prior to the strike several conferences had been held between the two parties, but they could not arrive at an agreement. One firm employing fifteen men granted the increase demanded,

[1] A further account of this dispute is given in a special article on another page of this issue of the *Labour Gazette*.

On May 31, the strike was declared off, and work was resumed on the following day, on the terms prevailing before the strike.

Strike of Bridge and Structural Ironworkers at Hamilton, Ont.

On May 1, a strike of about fifty bridge and structural ironworkers took place at Hamilton, in which two firms and fifty men were involved. The cause of the dispute was the demand for an increase in wages from thirty-five cents to forty cents per hour. During the month conferences were held between the employers and their employés, but without result. On May 31, the strike was declared off, and work was resumed the following day on the terms prevailing before the strike.

Strike of Iron Moulders at Toronto, Ont.

On May 4, a strike of iron moulders and coremakers took place at Toronto, Ont., on account of the refusal of twelve firms to grant a demand for an advance in wages from $2.90 to $3.15 per day for moulders and from $2.65 to $3 per day for coremakers. It was reported that about 270 men were involved in the dispute. On May 12, a settlement was reached with eleven of the firms involved by which the moulders were granted $3.10 per day and coremakers $3.00 per day. The remaining firm would not grant the increase, and as a result thirteen men were still out at the end of the month.

Strike of Carpenters and Joiners at Hamilton, Ont.

On May 1, a strike of carpenters and joiners took place at Hamilton, Ont., in which it was reported that about 300 men were involved. The cause of the dispute was a demand for an increase in wages from thirty-five to forty cents per hour, and signed working rules. During the month between thirty-five and forty contractors signed the agreement presented by the men, but about forty strikers were still out at the close of the month. Members of the Contracting Builders' Association declined to sign the agreement, but offered an increase from thirty to thirty-seven and one-half cents per hour. While the dispute was in progress a number of the strikers left Hamilton and sought work elsewhere.

Strike of Carpenters at Welland, Ont.

On May 2, a strike of carpenters took place at Welland, Ont., on account of the refusal of the contractors to grant the demand for a minimum wage of thirty-five cents per hour, with a nine-hour day, the former rate having been thirty cents per hour. About fifteen firms were involved in this dispute. It was claimed by the men that during the month ten out of the fifteen employers agreed to a new scale of wages, and that nearly all the men were working at the increased rate, but on the other hand, it was claimed by the employers that no large contractor had accepted the terms of the union, and that many men were still idle.

Strike of Carpenters at Victoria, B.C.

On May 1, a strike of carpenters took place at Victoria, B.C., in which it was reported that about fifty firms, and 800 men were involved. The cause of the strike was the refusal of the firms to grant the demand for an increase in wages from $4.00 to $4.50 per day of eight hours. After negotiations between the parties concerned a settlement was effected on May 16, in which the men were granted an increase of twenty-five cents per day up to July 31, and after that date an additional twenty-five cents per day, making the wages $4.50 per day.

Strike of Builders' Labourers at Berlin, Ont.

On May 12, a strike of builders' labourers took place at Berlin, Ont., on account of the refusal of the employers to grant a demand which they had made on May 1, for an increase of five cents per hour. The employers offered an advance of two cents per hour, but this was

refused as the men claimed they only worked eight hours a day. The employers then offered to pay them at the old rate of twenty cents per hour with a nine-hour day. This was also refused. About sixty-five employés were directly involved in this dispute and the same number of masons were indirectly affected by it. No settlement of the dispute was reported during the month.

Strike of Plumbers, Tinsmiths, and Roofers at Quebec, Que.

On May 1, a strike of plumbers, tinsmiths, and roofers took place at Quebec, in which it was reported that six firms and fifty-eight men were directly, and three firms indirectly affected. It was stated that the cause of the dispute was the demand for an increase in wages of five cents per hour, notice of which had been given by the National Union of Plumbers and Roofers three months previously to take effect May 1. On May 15, settlement was effected through the Conciliation Committee of the National Trades and Labour Council, the men accepting an increase of ten cents per day.

Strike of Stonecutters and Masons at Kingston, Ont.

A strike of stonecutters and masons took place at Kingston, Ont., during May, in which two firms and from fifty to sixty men were reported to have been involved. It was stated by the Stone Masons' Union that the dispute was due to the claims made by the two unions of Stonecutters and Masons, for the right to do the same class of work, namely, corners, jambs, and ringstones. It was claimed by the stonecutters that they made a proposition that the matter be left in the hands of the contractors who might hire stonecutters or masons to suit themselves. The masons, however, would not agree to this proposal and no definite settlement of the dispute took place during the month.

Strike of Marbleworkers at Winnipeg, Man.

On May 1, a strike of marbleworkers took place at Winnipeg, Man. According to a report received from the Marbleworkers' Union, six firms and thirty-five men were involved in the dispute. According to them, the causes of the dispute were: the demands for recognition of the Union, an increase in wages; mechanics asked $4.50 per day of eight hours and helpers and polishers $2.80 per day of eight hours. It was alleged that the local union sent representatives to the employers asking for a meeting, and they were ignored. It was stated by one of the firms involved that the strike arose because the men wanted the employers to recognize their union. It was further stated that all the men returned to work on May 8, on the terms existing before the strike. In this report it was stated that there were approximately sixteen employés involved.

Strike of Freight Handlers at Hamilton, Ont.

On May 1, a strike of freight handlers employed on the Canadian Pacific Railway and the Toronto, Hamilton and Buffalo Railway took place on account of the refusal of the Company to grant the demand for an increase in wages from sixteen cents to twenty cents per hour. It was stated by the Company that about twenty-nine men were involved in this dispute. No definite settlement of this dispute was effected, but by May 5 the Company was reported to have filled the places of the strikers with new men at sixteen cents per hour, the strikers in the meantime having found other employment.

Strike of Longshoremen at Toronto, Ont.

A strike of about forty longshoremen took place at Toronto on May 10. It was stated by the Merchants' Mutual Line that the dispute arose because they were having work done by a Stevedore Company instead of employing the men direct

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES C, No. 128

TABLE OF TRADE DISPUTES DURING THE MONTH OF MAY, 1911.*

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employés affected.				Date of commencement.	Date of termination.	Result.
					Directly.		Indirectly.				
			Directly.	Indirectly	Males.	Females.	Males.	Females.			
DISPUTES WHICH COMMENCED PRIOR TO THE BEGINNING OF THE MONTH.											
Mining—											
Coal miners	Springhill, N.S.	For recognition of Union, and increase in wages and against conditions of employment	1	.....	1,000	.....	.....	.....	Aug. 11 1909	May 27	Settled by Conciliation, Union not recognized.
Coal miners	Alberta and Eastern British Columbia,	Failure to reach new agreement	16	.....	7,000	.....	.....	.....	Apr. 1	.....	No settlement reported at end of month.
Coal miners	Bankhead, Alta.	Failure to reach new agreement	1	.....	550	.....	20	.....	" 21	.....	No settlement reported at end of month.
Building trades—											
Carpenters and joiners	Vancouver, B.C.	For increase in wages from $4 to $4.50 per day	.....	.....	116	.....	.....	.....	" 10	.....	No settlement reported at end of month.
Painters	Port Arthur and Fort William O	For increase in wages from 35 to 40 cents per hour, and recognition of Union	1	.....	90	.....	.....	.....	" 17	.....	No settlement reported at end of month.
Woodworking trades—											
Patternmakers	Peterborough, Ont	For increase in wages	1	.....	12	.....	7	.....	" 18	May 5	Compromise effected.
Textile trades—											
Carpet weavers	Toronto, Ont.	Lockout on account of employés joining union	1	.....	114	.....	.....	.....	Mar. 22	.....	No settlement reported at end of month, but places of some strikers were filled.

Miscellaneous trades													
Pulp mill hands	St. George, N.B.	For day of 8 hours instead of 13 and 11, with increase in minimum wages	2		50				Apr.	26			No settlement reported at end of month.

DISPUTES WHICH BEGAN DURING THE MONTH.

Building trades—													
Carpenters	Hamilton, Ont.	For increase in wages from 35 to 40 cents per hour, and signed working rules	50		300				May	1			From 35 to 40 firms signed agreement 40 strikers still out at end of mo.
"	St. John, N.B.	For increase in wages from $2.50 to $3.00 per day			29				"	1	May	5	Increase in wages granted.
"	Brandon, Man.	For increase in wages	1		10				"	15	"	16	Increase granted.
"	Welland, Ont.	For increase in minimum wage from 30 to 35 cents per hour	15						"	2			No settlement reported, but men claimed that 10 firms had signed agreement, and nearly all were working at increased rate.
"	Victoria, B.C.	For increase in wages from $4 to $4.50 per day	50		800				"	1	"	15	Increase in wages granted.
Plumbers	St. Catharines, Ont.	For increase in wages from 30 to 35 cents an hour			55				"	1	"	2	Increase granted.
Plasterers' labourers	Vancouver, B.C.												
Stonecutters and masons	Kingston, Ont.	Dispute between unions	2		50				"	1			No settlement reported at end of month.
Hod carriers	St. John, N.B.	For increase in wages from $1.80 to $2.00 per day	6		40				"	1	"	5	Increase in wages granted
Builders' labourers	Vancouver, B.C.	For higher wages							"	1	"	19	Particulars not reported.
Builders' labourers	Berlin, Ont.	For higher wages			65		65		"	12			No settlement reported at end of month.
Plumbers and roofers	Quebec, Que.	For higher wages	6	3	58		36		"	1	"	15	Settled by conciliation, a compromise.
Marble workers	Winnipeg, Man.	For recognition of union and higher wages	6		35				"	1	"	8	Work resumed on terms existing before strike.
Metal trades—													
Structural iron workers	Toronto, Ont.	For increase in wages from 35 to 40 cents per hour	5	3	200				"	1	"	31	Strike declared off, work resumed following day at old rate.
Structural iron workers	Hamilton, Ont.	For increase in wages from 35 to 40 cents per hour	2		50				"	1	"	31	Strike declared off, work resumed following day at old rate.

*Considerable difficulty has been experienced by the Department of Labour in making an exact classification of existing trade disputes, particularly in cases where after the declaration of a strike, some of the original strikers have returned to work or had their places filled with new hands, or where establishments affected have found that for either of these reasons, or both, or for the other causes, their business is no longer seriously affected. In such cases while, in one sense, it may be true a strike may be regarded as still in existence because of no formal declaration by either of the parties of its termination, yet so far as the actual effect upon the business interests of the community is concerned a record of the continuance of such a dispute might be misleading. The list of trade disputes published in the present table therefore, includes mention only of such disputes as during the month or at its termination affected, to an appreciable degree, the carrying on of the industrial or business operations of the firm or establishments concerned. Mention moreover, is not made of disputes involving less than six employés, or of less duration than 24 hours.

DISPUTES WHICH BEGAN DURING THE MONTH.

Occupation.	Locality.	Alleged Cause or Object.	No. of Firms or Establishments affected.		Approximate No. of Employés affected.				Date of commencement.		Date of termination.		Result.
					Directly.		Indirectly.						
			Directly.	Indirectly.	Males.	Females.	Males.	Females.					
Iron moulders	Guelph, Ont.	Men alleged cause was: Reduction in piece-work prices; Company said men objected to long hours	1	.....	32	.....	35	.....	"	1	.....		No definite settlement, but Company claimed to have filled the places of strikers.
Iron moulders	Toronto, Ont.	For increase in wages	12	.....	270	.....	.....	.....	"	4	.....		Compromise effected with 11 firms, 13 men still out at end of month.
Labourers in malleable casting shops	Smith's Falls, Ont.	For increase in wages	1	.....	200	.....	.....	.....	"	2	"	6	Wages increased from $1.45 to $1.50 per day.
Furnace tenders	Niagara Falls, Ont.	For increase in wages	1	.....	20	.....	.....	.....	"	1	.....		Places of strikers filled.
Clothing trades—													
Coat makers	Hamilton, Ont.	Against introduction of piece-work system	1	.....	40	60	.....	.....	"	30	"	31	Work resumed on assurance of firm that piece-work system would not be introduced.
Food and tobacco preparation—													
Bakers	Vancouver and New Westminster, B.C	For eight-hour day	.....	.....	.....	.....	.....	.....	"	1	.....		No settlement reported, but 15 firms had signed agreement.
Section men	Niagara Falls to Welland, Ont.	Against reduction in wages	1	.....	1,400	.....	.....	.....	"	3	May	26	Company agreed to take back employés at former rates. Settled by mediation of Dept. of Labour.
Section men	Niagara Falls and westward	For increase in wages	1	.....	.....	.....	.....	.....	"		.....		Particulars of settlement not received.
Freight handlers	Hamilton, Ont.	For increase in wages	1	.....	29	.....	.....	.....	"	1	"	5	No definite settlement effected—places of strikers filled.
Transportation—													
Longshoremen	Toronto, Ont.	Refusal of men to work under another Company	1	.....	40	.....	.....	.....	"	10	"	11	Employés conceded point.
Teamsters	Victoria, B.C.	For increase in wages and shorter hours	20	.....	225	.....	.....	.....	"	1	"	2	A compromise; increase in wages granted but no change in hours.

themselves. On the following day work was resumed, the men accepting employment with the Stevedore Company.

Strike of Labourers at Smith's Falls, Ont.

On May 2, about 200 labourers employed by the Smith's Falls Malleable Castings Company declared a strike on account of the refusal of the employers to grant a demand for an increase in wages from $1.45 to $1.60 per day. Work was resumed on May 6, the strikers accepting the rate of $1.50 per day.

Strike of Iron Moulders at Guelph, Ont.

On May 1, a strike of iron moulders employed with the firm of Taylor, Forbes and Company, of Guelph, Ont., took place in which, according to the Company, thirty-two men were directly, and thirty-five indirectly affected. It was stated by the Company that the men objected to working three nights after six o'clock and one night until 6.20 p.m., but it was claimed by the men that the cause of the dispute was the reduction in piece-work prices which they allege would average $3 per week. The Company claimed that the average earnings of the men were $3.13 per day for nine hours work and 300 days in the year. No definite settlement took place, but the Company claimed to have paid off the strikers and to have procured new men to take their places.

Strike of Garment Workers at Hamilton, Ont.

On May 30, a strike of forty male and sixty female garment workers took place at Hamilton, Ont., on account of their objection to the introduction of the piece-work system by the Coppley, Noyes, and Randall Company. Work was resumed the following day on the promise of the employers that the piece-work system would not be introduced.

Strike of Furnace Tenders at Niagara Falls, Ont.

On May 1, a strike of furnace tenders employed with the American Cyanamid Company took place at Niagara Falls, Ont. The strike arose from the action of the Company in reducing the number of furnace tenders from three to two men per furnace, and at the same time increasing their wages from twenty-five cents to twenty-seven and one-half cents per hour. The men demanded thirty cents per hour. No definite settlement of this dispute was reached, but it was reported that in a few days the places of the strikers had been filled on the Company's terms.

RETAIL PRICES OF STAPLE ARTICLES OF

The accompanying table sets forth the retail prices prevailing on, or about, the fifteenth day of the month pre-
living in the leading centres of industry throughout Canada.

The list of commodities includes twenty-eight varieties of food, with fuel and coal oil. In addition a statement
usually occupied by workingmen.

The exact quality for which the quotation is given is set forth in the case of each commodity, and every care
may be available for purposes of comparison.

The list of localities includes nearly every place having a population of 10,000 people, and is representative of
The quotations contained in the table have been furnished by the correspondents of the *Labour Gazette* in the
the Department.

RETAIL PRICES OF STAPLE

LOCALITY.	Beef.		Veal, fore-quarter, per lb.	Mutton, hind-quarter, per lb.	Pork.		Bacon, best smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure, per lb.	Eggs.		Milk, per quart.	Butter.		Cheese.		Bread.		Flour, strong bakers, per lb.	Rolled Oats, per lb.
	Sirloin steak, best, per lb.	Medium chuck, per lb.			Fresh roasting, per lb.	Salt, per lb.				New laid, per doz.	Packed, per dozen.		Dairy, tub, per lb.	Creamery prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.		
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
Nova Scotia—																				
Sydney	18	14	10	16	16	16	23	12–20	16	20	18	8	23–25	27–29	18	....	1	6	4	4
Westville	15	12	8	14	16	17	22	6	16	20	18	7	25	28–32	16	....	3	4⅔	4	4
Amherst	18	14	12	14	17	15	24	18	16	20	18	7	25	28	16	16	1¼	5⅓	3½	4
Halifax	22	12–15	8–10	14–18	15	14	20–22	5–7–15	18	....	22–25	8	25	30	18	17	1½	4⅔	3½	3½
Prince Edw. Isd																				
Charlottetown	14–16	10–14	21	10–12	14	8–12	20–23	8–10	20	14–16	12	5	25	26	18	17	2	3½	3–3½	4
New Brunswick																				
Moncton	20	16	12	....	16	16	25	7–18	16	20	....	7	23	27	16	....	2	4	3½	4
St. John	20–22	12–14	8–10	18	15	16	20	5–14	20	22	20	7	22–26	28	18	18	1½	5⅓	3	4
Newcastle	20	14	14	15	18	12	20	7	16	20	18	7	25	30	16	....	2	4	3	5
Quebec—																				
Quebec	14–15	12–13	8–10	13	15	16	18–20	8–10	20	20	....	10	22–25	24–27	16–18	15	6	3⅓	3	5
Three Rivers	18	12	12	15	15	14	22	8–12	16	22	18	7	23	25	17	15	6	3	3	4
Sherbrooke	20	12½	10	15	13–14	16	18	10	18	20	....	7	18–20	24	....	16	1	5	3⅖	5
Sorel	20	15	15–18	15	15	15	20	8–10	18	22–25	20	7	22	25	16	17	6	3	3	4
St. Hyacinthe	14	12	10	15	13	13	18	6–12	16	18	....	7	28	28	18	18	6	3	3	5
St. Johns	18–20	15–18	12–15	20	14–15	12	20	6–10	20	20	....	7	23	25	18	15	6	2⅔	3	4
Maisonneuve	16	14	8	10	12	14	20	8–20	20	24	....	7	24	28	20	17	3	4⅔	4	4
Montreal	16	10–14	7–12½	18	14	14	16	9	20	23	20	7	23	25	18	20	4	3¼	3½	4
Hull	15	12½	12½	12½	14	14	16	8–12	14–15	20	....	6	22	25	15	15	6	3⅓	3½	4
Ontario—																				
Ottawa	18–20	12½	10	16	15	15	18–20	15	17	20	....	6	21	25	20	16	3	3⅔	3½	4
Kingston	20	15	10	15	15	18	23	12½	18	20	....	6	24	29	15	13	3	3⅓	3	5
Peterborough	20	12½	12½	15	17	15	20	15	20	17	....	6	25	30	20	17	2	2½	3	3½
Toronto	18	7–10	6–9	10–12	17	12	18–20	8–10	14	20–22	....	8	23–25	27–30	17	15	2½	4	2⅖	2½
Niagara Falls	18	10	15	20	20	16	22–25	12	20	20	....	7	28	30	17	16	1½	4	3¼	5

CONSUMPTION, CANADA, DURING MAY, 1911.

ceding the present issue of the *Labour Gazette*, of the more important staple commodities entering into the cost of is given of the rental of a representative workingman's dwelling of the better class in the quarter of each locality, has been taken to ensure that the quotations in each case refer to the same class of commodity, in order that the statistics every Province in the Dominion.
respective localities, under detailed instructions as to sources of information, quality of goods to be quoted, etc., from

DEPARTMENT OF LABOUR CANADA.
RETAIL PRICES: TABLE No. 17.

COMMODITIES, CANADA, MAY, 1911.

Rice, good medium, per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar.		Tea.		Coffee, medium, Mocha, per lb.	Potatoes, per bag of 1½ bushels.	Vinegar, White Wine, XXX, per quart.	Starch, laundry, per lb.	Coal.		Wood.		Coal oil, per gallon.	Rent, per month.
				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium, Indian or Ceylon, per lb.	Green, medium, Japan, per lb.					Anthracite, per ton of 2,000 lbs.	Bituminous, per ton of 2,000 lbs.	Hard, best, per long cord.	Soft, per cord.		
cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
5	5	15	10	5	5	23–35	30–40	25–40	1.00	10	8	6.50	3.50	4.50	3.50	20	9–12
5	5	15	13	5	5	30	25	35	1.35	9–10	10	.....	3.20	3.50–4	.....	17	5–15
5	5	13	10–12	6	5	35–40	40	40	1.35	10	10	6.50	4.70	5.00	4.00	22	10–14
5–7	4	15	10	5	4½	30	50–60	40	1.35	10	10	7.00	5–5.25	5.50	3.50	20	15
5	5	12	8–14	5½	4–5	25	50	40	1.05	12	10–12	6.50	4.00	.....	1.25	25	6–8
5	5	15	15	5	4½	35	40	40	1.20	10	10	7.50	5.25	5.00	3.50	21	14
5	5	18	14	5½	5	40	50	40	1.65	10	12	6.50–7	5.10	8–9	4.00	20	9
5	5	15	14	6	5	40	.....	40	1.50	10	10	7.25	5.25	4.00	2.50	25	8
5	5	13	12	5	4½	35–40	35–40	40	1.00–1.20	20	10	7.25	4.50	6.00–7.00	4.50–5.50	18	16–18
4	4	12	12	5½	5	30–50	25–50	30–40	1.25	15	8	6.50	5.00	6.50	4.00	18	8
4	5	17	15	5	4	40	40	40	1.25	10	8	6.80	6.00	5.00	4.50	23	11–14
4	5	15	10	5	4½	30–50	30–50	40	.70–.75	10	8	6.75	4.50	6–6.25	4.50	18	10–13
4–5	5	12	13	6	5	30–60	30–60	40	1.35	5–7	8	7.50	5.00	6.50–7	5.00	18	8–9
5	5	12	11	5½	4½	35	40	40	1.00	10	10	6.00	5.00	8.00	6.00	20	9
4	10	12	10	5	4½	30	25	30	1.25	20	10	7–7.50	4.50	8.00	6.50	18	13
5–6	10	8	10	5½	4½	40	25–60	25–50	1.00	15	8	7.50	6.75	8.00	6.00	18–25	10–15
4	4	15	7	5½	5	40	40	40	1.25	10	8	7.50	5.50	5.50	3.50	.....	10–15
4½	5	14–15	15	5	4½	30	30	40	1.25–1.40	10	8	7.50	5.50	6.50	3.25	20	12
5	5	.....	13	6	5	35	35	30–40	1.00	10	8	7.00	6.25	7.00	4.50	15	6–10
5	5	20	15	5½	5	40	40	40	1.25	10	10	7–7.25	5.50	6.00	3.50	20	12
4	5	14	14	5½	4½	25–35	25–40	25–40	1.15	10	7	6.75	5.00	7.50	5.00	18	18–20
5	3	.....	10	5	4½	30–50	30–50	40	1.30	10	8	6	4.00	7.00	5.00	20	10–15

RETAIL PRICES OF STAPLE

LOCALITY	Beef.		Veal, forequarter, per lb.	Mutton, hindquarter, per lb.	Pork.		Bacon, best smoked, per lb.	Fish, fresh, good quality, per lb.	Lard, pure leaf, per lb.	Eggs.		Milk, per quart.	Butter.		Cheese.		Bread			Rolled Oats, per lb.
	Sirloin steak, best, per lb.	Medium chuck, per lb.			Fresh roasting, per lb.	Salt, per lb.				New laid, per doz.	Packed, per dozen.		Dairy, tub, per lb.	Creamery prints, per lb.	Canadian, old, per lb.	Canadian, new, per lb.	Weight of loaf.	Price, per lb.	Flour, strong bakers, per lb.	
St. Catharines	18	11	12–15	15	14–15	14	20–22	12½–15	14	18–20	16	7	25	27	18	16	3	4	3	3½
Hamilton ...	18–20	10–12	15	18	16	16	20	15	15	20	....	7	20–25	23–25	18	16	1½	4	3	4
Brantford....	20	12	12½	18	15	15	22	13	18	18	....	6	....	24	17	....	1½	3⅜	3½	5
Guelph.....	20	12	13	18	15–17	18	22	15	15	18	15	7	25	29	20	17	3	4	3	4
Berlin.....	18	12½	12½	15	15	14	20	10	15	17	....	6	25	....	18	16	1½	4	2⅞	4
Woodstock...	18	13–14	12½–15	18	20	18	20	14	15	17	....	6	20	25	20	15	1½	4	2⅝	3
Stratford.....	18	15	13	16–18	22	20	25	12½	18	17	....	6	22	22	17	16	1¼	4	3	4
London.....	18	12	12	15	15	20	22	15	15	20	....	6	20	24	20	16	1½	3⅜	3	5
St. Thomas ..	20	13	12½	18	15	14	20	12½	18	17	....	6	20	25	20	18	1½	3⅜	2⅝	3
Chatham.....	18	15	15	18	18	14	23	12	15	16	....	6	25	30	16	16	1½	4	2⅞	3⅝
Windsor.....	18	10–12	15	15	18	16	22	15	20	20	....	7	30	35	24	20	1¼	4	3	5
SaultSte. Marie	20	14	15	17	18	16	20	12½–14	16	25–27	....	9	23–25	28	17	....	1½	4	2⅛–3⅛	4½
Port Arthur..	25	15–18	15	20	22	18	25	12½	18	30	25	10	27½	30	18	....	4	6¼	3⅛	3
Manitoba—																				
Winnipeg ...	22	14	14	20	18	18	25	11	15	22	....	9	23	25–30	18	....	1	5	2⅞	3½
Brandon.....	20	12½	12½	20	18	14	30	15	22	20	....	10	25	30	20	....	1½	4	3¼	5
Saskatchewan—																				
Regina.....	25	18–22	22	22–25	22	15	35	15	20	25	15	10	30	35	25	20	1½	7	4¼	5
Alberta—																				
Calgary.....	25	15	15	20	20	18	25	15–18	18	30	20	8	25	35	20	20	1½	4⅜	2⅜	3
Edmonton ..	18	12½	14	20	18	20	25	18	18	25	20	10	30	35	20	20	1¼	5	3½	4
Lethbridge...	23	12½–20	12½–18	22–	15–18	18	25	12½–18	20	30	25	10	30	35	20	20	1¼	4⅝	3¼	5
British Columbia																				
Nelson.....	20–22	15	15	20–22	20	20	25–30	12½–15	17–22	40	25	12½	30	37½	....	20	1	6¼	3⅝	4
New Westm'sr	25	15	20	25	23	18	35	15	21⅜	35	20	12½	40	40	20	20	1½	6⅜	3½	5
Vancouver ..	25	15	18	20	22½	15	30	10	20	35	30	10	25	35	20	20	1¼	4⅘	3½	5
Victoria.....	25	17	20	25	22	20	30	10–12½	20	35	30	10	35	50	25	20	1	6¼	4	5
Nanaimo.....	20	15	16	23	20	20	26	10	18	35	....	10	30	40	20	20	2	3⅛	3⅞	5

REPORTS OF DEPARTMENTS AND BUREAUS.

The following reports of departments and bureaus were received at the Department of Labour during the month of May, 1911.

DOMINION REPORTS.

Grain Statistics.

Report of the Department of Trade and Commerce for the fiscal year ended March 31, 1910, Part V, Grain Statistics, including the crop year ended August 31, 1910, and the season of navigation, ended December 6, 1910. King's Printer, 1911, pages 95.

THE report of the Department of Trade and Commerce on Grain Statistics states that there are fifteen grain elevators classed as terminals; three

DEPARTMENT OF LABOUR, CANADA
RETAIL PRICES: TABLE No. 17

COMMODITIES, CANADA, MAY, 1911

Rice, good medium per lb.	Beans, hand picked, per lb.	Apples, evaporated, per lb.	Prunes, medium quality, per lb.	Sugar.		Tea.		Coffee, medium, Mocha, per lb.	Potatoes, per bag of 1½ bushels.	Vinegar, White Wine, XXX, per quart.	Starch, laundry, per lb.	Coal.		Wood.		Coal oil, per gallon.	Rent, per month.
				Granulated, in dollar lots, per lb.	Yellow, in dollar lots, per lb.	Black, medium Indian or Ceylon, per lb.	Green, medium Japan, per lb.					Anthracite, per ton of 2,000 lbs.	Bituminous, per ton of 2,000 lbs.	Hard, best, per long cord.	Soft, per cord.		
5	5	.....	10	7	6	40	40	30	1.20	10	8	7.00	.....	8.00	5.00–6.00	17	11
5	5	12	10–12	5	5	25–40	25–40	30–40	1.25	10	8	6.75	5.25–5.75	8.00	6.00	18	15
7	5	.....	12½	5⅝	5¼	25–40	25–40	35	1.00	10	9	7.00	5.00	8.00	5.00	16	10
5	5	.....	12½	6¼	5¾	25–40	25–40	25–40	1.00	10	8	6.75	5.00	8.00	5.00	18	10
5	5	15	15	5⅝	8¼	35	35	40	1.00	10	8	6.75–7	5.00	8.00	5.00	20	10–12
4¼	5	15	12½	6	5	25	25	25	85	10	10	7.25	4.50	7.50	6.00	16	8
	5	8	10	6½	5½	25	25	25–30	1.00	10	10	7.00	6.00	8.50	7.00	18	8–12
7	5	.....	13	5	4⅝	30	30	40	1.00	10	8	6.75–7	6.00	8.00	5.50–6	15	9–12
5	5	12½	13	5⅝	5	30	30	30	1.00	10	10	7.25	6.00	6.00	3.50	18	12
7	5	12½	10	5⅝	5	25–50	40	40	1.00	10	8	7.25	5.00	.....	.....	15	8–10
5	7	12½	12½	6	5	30	30	30	1.10	10	10	7.50	5.00	8.00	4.00	20	12–15
5	5	12½–15	15	6¼	5⅝	30	30	30–40	1.25	10	10	8.00	5.50	6.00	4.50	20–22	12–15
5	5	15	13	6	5⅝	25–60	30–40	25–40	1.15	10	10	7.60	5.40	5–6.50	3.50–4.50	25	12–22
4½	5	17½	15	6	5⅝	35	35	35	1.55	12	10	10.50	9.00	6.75	5.75	25	20–25
5	5	20	15–17½	6½	6⅛	35	35	35–40	1.20	10	10	11.25	9.00	6.75	4.75	35	15–18
5	5	15	15	5¾	6⅜	35	40	35–40	1.50	15	10	13.50	8.50	9.00	8.50	30	35
6	6	17	15	6	5¾	35	35	40	1.90	15	10	8.50	5.50	.....	5.75–7.00	35	25–30
5	5	13	10	6	5¾	40	40	40	1.10	20	12	.....	3.50	3.00	.....	30	20
8	6	15	15	6	5¾	40	40	35	2.00	20	10	.....	6.50	.....	.....	35	14–18
8¼	8	15	15	7	6	50	50	40	2.75	20	12½	9.50–10.00	7–8.25	.....	6.00	50	15–20
8	6	12½	8	6⅔	5¼	35	35	40	2.75	15	8	.....	7.75	.....	5.00	40	25
5	6	15	10	6	5½	30	40	30	2.85	15	10	.....	7.50	.....	5.50	35	25–30
6	6	12½	15	6¼	6	40	50	40	3.00	15.25	8	11.50	6.50–7.50	.....	6.00	35	22–24
6	8	17	12½	6¼	5½	40	40	40	2.75	20	12½	.....	4.50	.....	.....	40	10–15

milling elevators in Ontario, and 1,867 elevators at interior points in the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia. There are also twenty-four known as eastern transfer elevators, their combined capacity being 20,535,000 bushels. The estimated grain production in Canada for 1910 was as follows:—Wheat, 145,991,418 bushels; Oats, 286,781,592 bushels; Barley, 42,899,672 bushels; Flax, 29,261,607 bushels Rye, 2,057,027 bushels; Pease, 6,821,507 bushels; Buckwheat, 8,536,507 bushels; making a total production of 522,459,421 bushels, compared with the grand total of 590,167,074 bushels in 1909. Comparing the last two years, there was a decline of nearly two million bushels in

the production of wheat; of over twenty million in oats; and nearly six million in barley; while there was an increase in the production of over five and one-half million bushels in flax; about 800,000 bushels of rye; and about 270,000 bushels in buckwheat. Compared with other countries in 1910, Canada ranked seventh place in the production of wheat; fifth in the production of oats, and ninth in the production of barley. The quantity of wheat exported from Canada in 1910 amounted to 49,741,350 bushels, which was the largest on record, being over 600,000 bushels more than in the previous year. Of this quantity, 46,589,228 bushels were exported to Great Britain. There was a large increase in the quantity of wheat flour exported from Canada, the figures being 1,738,038 barrels in 1909, and 3,064,028 barrels in 1910.

Insurance Statistics.

Abstract of Statements of Insurance Companies in Canada for the year ended December 31, 1910 (subject to correction). Ottawa: King's Printer, 1909, pages 103.

The statistics of fire insurance in Canada during 1910 show that the cash received for premiums by Canadian companies amounted to $4,316,163, compared with $3,764,341 in 1909. The premiums received by British companies amounted to $10,243,235 in 1910, compared with $9,720,997 in 1909; and premiums received by American Companies amounted to $4,148,489 in 1910, compared with $3,564,126 in 1909. The net amount of risk was $2,035,515,028.

The premiums for life insurance in 1910 amounted to $19,971,666, received by Canadian companies, an increase of $2,532,886 over 1909; received by British companies, $1,580,555, a decrease of $10,101, compared with 1909; and $8,239,486 received by American companies, an increase of $762,627 over 1909. The total life insurance in force in Canada during 1910 amounted to $29,791,707, an increase of $3,285,412 over 1909.

ONTARIO REPORTS.

Lands, Forests and Mines.

Report of the Minister of Lands, Forests and Mines of the Province of Ontario for the year ending October 31, 1910. Toronto: King's Printer, 1911. Pages 129.

In the report on Lands, Forests and Mines of Ontario, for 1910, it is stated that there are still considerable areas of land suitable for settlement in the Free Grant district. The number of locations during the year was 1,379 for 194,760 acres, and 946 locatees have earned and obtained their patents. The total number of Military Certificates for land grants issued to the end of October last was 13,993. Eighty-five location certificates were issued, and 300 new locations were made, bringing the total number of locations to 7,495. Ninety certificates were surrendered to the Crown for $50 each, and 650 certificates have been applied in payment for Crown Lands.

With regard to the mining industry, it is stated that it continues to expand. The total production of the silver and nickel mines of the Province since their opening in 1904 is estimated to have been from ninety-two to ninety-three million ounces. Last year, during the twelve months ending December 31, 1910, the nickel mines of the Sudbury region produced about 19,000 tons, valued in the matte at $3,860,000, in addition to about 9,400 tons of copper.

Vigorous development was undertaken at Porcupine and a branch of the Temiskaming & Northern Ontario Railway, it is stated, will be constructed into that district.

The total collections of the Department from all sources for the year were $2,951,428.58. Of this amount, $327,160.12 was derived from mining lands; $246,529.13 from royalties; $1,835,082 from woods and forests; $143,209.59 from supplementary revenue; $84,059.49 from mining licenses, and $109,662.99 from recording fees.

Serious forest fires were reported to have occurred in the territory west of Lake Superior during the year. The fire-burnt area was divided into small berths and the damaged timber was sold by the thousand feet, board measure. An important departure was made in respect to fire-ranging on licensed territory, by which licensees are made bear the entire cost of fire-ranging on licensed territory. During the season there were 427 fire-

rangers on licensed territory, and 288 rangers on forest reserves.

Women's Institutes of Ontario.

Report of the Women's Institutes of the Province of Ontario, 1911, Part II. List of Meetings and Speakers. King's Printer, Toronto, 1911.

The Superintendent of Women's Institutes in Ontario, in the report for 1911, states that there has been good progress in this movement. Evidence of the ever-widening field of work undertaken by the Institutes is shown by the greater variety of topics of general interest announced from year to year. There are at present organizations at 634 places, with a total membership of over 16,000. The attendance in 1909–1910 was 40,000. In addition to holding meetings at which papers on practical topics are read, libraries are being established, and school children are being encouraged to grow vegetables and flowers. Local councils are induced to spend money in beautifying streets, and child study was given more attention than formerly.

BRITISH REPORTS.

Conciliation in Trade Disputes.

Eighth report of the Board of Trade of proceedings under the Conciliation (Trade Disputes) Act, 1896; 1910, London, Wyman & Sons, 1911, price 5½d. Pages 104.

In the eighth report of the Board of Trade of proceedings under the Conciliation (Trade Disputes) Act of 1896, it is stated that during 1910 the number of cases in which action was taken by the Board of Trade under this Act was sixty-seven, the highest in any year since the passing of the Act. Of these sixty-seven cases, twenty-six were disputes involving a stoppage of work affecting in the aggregate about 190,000 workpeople. During the years 1896 to 1910, inclusive, 432 cases had been dealt with under the Act, of which 201 involved stoppage of work. The most important disputes in which action was taken by the Board of Trade during 1910 were those affecting coal miners in Northumberland and South Wales, cotton operatives in Lancashire and Cheshire, and shipbuilders in the employment of the members of the Shipbuilding Employers' Federation. An account of these disputes is given in the report. During the year, recourse was had in eight cases to the system of Courts of Arbitration established in 1908. In each of these cases the Court was composed of three members, viz., a chairman selected from the chairmen's panel, and two arbitrators; selected in five of the cases respectively from the employers' panel and the labour panel, drawn up by the Board of Trade. In the remaining three cases the arbitrators were selected from outside the panels by the parties themselves. Out of a total of 432 cases dealt with since 1896, joint applications were made in 278 cases. In ninety-five cases applications were made by the workpeople only, and in twenty-six cases by the employers only. In the remaining thirty-three cases the Board of Trade acted on their own initiative. During 1910, the number of joint applications was forty-four, or two-thirds of the total number of cases dealt with, while in thirteen cases applications were received from the workpeople only, and in two cases from the employers only. The total number of conciliation boards in existence at the end of 1910, so far as known to the Department, was 282. Of these, 265 boards deal with particular trades, and seventeen are district and general boards. In ninety-six agreements between employers and employés clauses are inserted providing that, in the event of failure to effect a settlement of a dispute locally, application shall be made to the Board of Trade for the appointment of an umpire, arbitrator, or conciliator.

Labour Statistics in the United Kingdom.

The Fourteenth Abstract of Labour Statistics of the United Kingdom, London, Wyman & Sons, 1911. Price, 1s., 4d. Pages 109.

The fourteenth abstract of Labour Statistics of the United Kingdom, issued by the Board of Trade, summarizes the statistical information contained in the fiscal publications of the Board of Trade and other Departments on principal matters affecting the working-classes. Comparative figures are given in the majority of tables and preliminary figures

for 1910 are given for the following subjects, among others: Employment, changes in wages and hours of labour, wholesale and retail prices, trade disputes, industrial diseases and accidents, and agriculture. New tables appearing in the abstract relate to Board of Trade Labour exchanges, census of production statistics, price of coal at the pit's mouth, and census of paupers in the United Kingdom.

The first section of the abstract deals with employment, production, exports and home consumption. Tables are given showing the index numbers of employment; and the percentage of unemployed in the principal trades; employment at coal and iron mines, iron and steel, tinplate and tin sheet works. This section also includes statistics of the work of Labour Bureaus in 1909, a summary of the preliminary results of the census of production, while other tables relate to the production of beer and spirits, the number and value of inhabited houses, receipts from railway goods traffic, the exports of coal, textiles and clothing, and the consumption of coal, pig iron, cotton, wool, wheat, meat, and certain dutiable articles.

The second section deals with wages and hours of labour, and shows the standard rates of wages and hours of labour at the beginning of 1911, in a number of the principal trades, together with the rates of pay of police constables and of seamen. Tables are given showing changes in wages and hours of labour for a series of years, wages and earnings of agricultural labourers in 1907, and the earnings in 1906 of workpeople engaged in the building, woodworking, textile and clothing trades, and in public utility services. Details are also given of profit-sharing schemes.

The third section relates to wholesale and retail prices, and includes the index numbers of wholesale prices for forty-five principal commodities since 1871, the prices of coal, iron and British corn.

The fourth section deals with trade disputes, and the work of permanent Boards of Conciliation and Arbitration. The tables show for the last ten years the number of disputes recorded; of workpeople involved, number of days lost; and statistics are also given of causes, results and methods of settlement.

The fifth section contains statistics of industrial diseases and accidents, the latter being classified according to occupations, sex, and nature of injury.

The sixth section deals with the principal associations of employers and workpeople. It includes statistics of the number of employers' associationss the number and membership of all trade unions, and the income, expenditure and funds of the 100 principal trades. Other tables in this section relate to workmen's clubs, friendly, building and loan societies.

The seventh section deals with the growth, housing, ages and occupations of the population. It includes tables relating to employment in factories, laundries and workshops.

The last section gives information as to workmen's compensation and savings banks.

Industrial Associations.

Directory of Industrial Associations in the United Kingdom for 1911, London: Wyman & Sons, Limited, 1911, pages 217. Price 11d.

The seventh issue of the Directory of Industrial Associations in the United Kingdom, for the year 1911, includes the following organizations: Employers' Associations, Trade Unions, Trade Councils, Free Labour Associations, Conciliation and Arbitration Boards and Joint Committees, Co-operative Associations and Friendly Societies. There are 1,119 employers' associations, comprising only those concerned with the employment of labour. The list of trade unions numbers 1,279 separate associations, of which 229 are national, 182 district, and 868 local. There are also 117 Federations of Trade Unions, 256 Trade Councils and four Federations of Trades Councils. Federations of Trade Unions are most numerous in the textile trades, in which there are forty-two out of 117, thirty-two being in the cotton trade alone. There are enumerated 281 conciliation and arbitration boards and joint committees, of which 164 are local, 105 district and twelve national. Co-operative societies number 2,997, of which 1,472 are of the retail stores type. Workmen's productive so-

cieties number 150. Agricultural societies and others connected with rural enterprise number 1,065, in addition to which there are 280 credit societies, many of which are wholly connected with agriculture. Among the agricultural societies, 387 are distributive, 354 productive, 174 small holding societies, sixty-two agricultural insurance societies, fifty-four egg and poultry societies, and four bee-keepers' societies. The list of friendly societies is restricted to the principal affiliated orders and the principal centralized and other societies. Of the former, seventy-three, and of the latter, 328 are enumerated.

UNITED STATES REPORTS.

Women and Children in the Silk Industry.

Report on Condition of Woman and Child Wage-earners in the Silk Industry; Volume IV, Washington Government Printing Office, 1911. Pages, 592.

The sixth volume of the Report on Condition of Woman and Child Wage-earners, in the Silk Industry in the United States, prepared by the Bureau of Labour, deals with the Silk Industry. For the purpose of this investigation, information was procured from 174 mills, of which 138 were located at Paterson, N.J., and thirty-six in Pennsylvania. The census of 1905 showed that Paterson had 190 out of the 624 silk manufacturing establishments, and Pennsylvania had 168. These two localities, therefore, cover half the total number in the country. Representative mills were chosen for the investigation, including some that showed the best conditions, others the worst, and others in which the average conditions prevailed. Each establishment was personally inspected by Agents of the Bureau, and enquiry as to the age of children employed showed beyond question that many young children under fourteen years of age, and some of fourteen and fifteen years of age, were reported one, two or three years older than the actual age. The total number of employés under sixteen years in the 174 establishments is given as 2,421, being eleven per cent. of the total number of employés. It is believed, however, that the number of children under the legal age was actually considerably in excess of these figures. Visits were made to the homes of 1,109 families for the purpose of investigation, and family schedules were drawn up representing from fifteen to twenty-five per cent. of the woman and child workers in the establishments investigated. These show that woman and child wage-earners of these mills were very largely from families with foreign-born heads, while those whose heads were native-born of foreign parentage also outnumbered the native-born families.

The report contains chapters dealing with Labour Force in the silk mills and the percentage of men, women and children, their occupations, and condition, and nationality, employment of children and their relative importance, their illegal employment, school attendance, and Child Labour Law of Pennsylvania, hours of labour; overtime, and night-work; earnings of employés; working conditions in the silk mills, processes and occupations, family conditions and amount and sources of family income; housing and living conditions in the localities where silk mills are situated. The report also contains statistical tables, showing the ages, conjugal conditions, nationality, earnings, working hours, family income, social and economic conditions of employés.

Wage-earning Women in Stores and Factories.

Report on condition of wage-earning women in stores and factories, Volume V., Washington, Government Printing Office, 1910. Pages, 384.

The fifth volume of the report on woman and child wage-earners in the United States deals with the wage-earning women in stores and factories. This volume is limited to women's employment in stores, mills, manufacturing establishments, as waitresses in hotels and restaurants and similar employment, but does not include stenographers, book-keepers, trained nurses, &c. It is also limited to the Cities of New York, Chicago, Philadelphia, St. Louis, Boston, Minneapolis, and St. Paul. There are discussed in the report such subjects as earnings and opportunities for ad-

vancement of wage-earning women; social environment and their living conditions. Moral influences surrounding departmental-store employment are also discussed and the relation of wages to moral condition of department-store women. Considering the social environment of these women they are classified as follows: women keeping house; women living in private families; women living in boarding and lodging houses; women living in organized boarding houses.

The following statistical tables are given in the report:

1. Occupation, age, experience and economic condition of wage-earning women.
2. Number and per cent. of female wage-earners in department and other retail stores, factories, &c., earning each classified amount per week, by age.
3. Number of female wage-earners in department and other retail stores, factories, &c., living at home and not living at home, and per cent. of each specified amounts.
4. Occupation, age, experience, and economic condition of wage-earning women employed in packing houses, Chicago, Ill.
5. Conditions of employment in hotels and restaurants employing women as waitresses.
6. Age, experience, and economic conditions of waitresses in hotels and restaurants.

Child Labour Legislation.

Report on condition of woman and child wage-earners in the United States, in 19 volumes. Volume VI:The beginnings of child labour legislation in certain States; a comparative study. Prepared under the direction of the Commissioner of Labour, Washington, Government Printing Office, 1910. Pages 225.

The sixth volume of the report on condition of woman and child wage-earners in the United States deals with the beginnings of Child Labour Legislation in certain states. The report is divided into six chapters, dealing with the following subjects: (1) employment of children in the Colonies; (2) public opinion and child labour in the nineteenth century; (3) children in the Cotton Industry; (4) Child Labour Legislation prior to 1860 in the States of Massachusetts, Rhode Island, Connecticut, Vermont, New Hampshire, Maine, New York, New Jersey, Pennsylvania, Delaware, Maryland and Ohio; (5) Child Labour in four Southern States: North Carolina, South Carolina, Georgia, and Alabama; and (6) Conclusion.

The final chapter contains a summary in tabular form of Child Labour Legislation in four Southern States discussed in the report. Extreme difficulty in enforcing Child Labour Laws in the various states is pointed out; the chief trouble comes from the parents of children whose affidavit as to the ages of the children is in many cases the only requirement. In the New England States school attendance was emphasized. In Maine and New Hampshire certificates for school attendance were required and in the former state the teacher had to swear to the certificate.

Industrial Conditions of North Carolina.

Twenty-fourth annual report of the Department of Labour and Printing of the State of North Carolina, 1910 Edwards & Broughton Printing Company, Raleigh, 1910. Pages, 328.

The report of the Department of Labour and Printing of North Carolina for 1910 contains chapters on Farms and Farm Labour; Trades, Cotton, Woollen, Silk and Knitting Mills; Newspapers; Railroads and Employés, and an appendix containing the Labour Laws of North Carolina.

The reports with regard to Farms and Farm Labour are, on the whole, favourable. The highest average wages paid men was $25.11 per month, an increase of $1.00 per month over the previous year; the lowest, $15.28, an increase of forty-nine cents per month. The highest average wages paid women were, $15.53; an increase of seventy-seven cents per month; the lowest, $10.11, an increase of sixty-two cents per month. The average wages to children amounted to $8.76, an increase of thirty-two cents per month over the previous year. Ninety-three counties showed an increase in the value of land, and ninety-five reported that the fertility of the land was maintained.

In the Trades, little change was shown over the previous year, and it was stated that the wage-earners had not yet realized the favourable conditions prevailing for some years prior to 1907. With regard to Labour Union, it was reported that there has not been much agitation for organization, attributive partly to the fact that in most cases the number of employés in each establishment is comparatively small and consequently there is more personal contact between employers and wage-earners. There are reported to be 110 Trade Unions in the State, of which forty-seven give the number of their members as 1,730; this is estimated to be nearly sixty-eight per cent. of the persons engaged in the various trades in localities covered by the Unions.

Industrial Conditions in California.

The fourteenth biennial report of the Bureau of Labour Statistics of the State of California, 1909–1910; Sacramento, Superintendent State Printing, 1910, pages, 439.

The report of the Bureau of Labour Statistics of California for the years 1909–1910, deals with Child Labour; Sociologic work of the Bureau; Employment Agencies; Organized Labour; Farm Labour; Oriental Immigration; the Mining Industry, Petroleum, Lumber, and Water Power.

Among the suggestions for legislation contained in the Report, are a number relating to Child Labour, one of which seeks to limit the number of persons authorized to issue age and school certificates; the strict enforcement of compulsory education is recommended; it is also recommended that a specified pay-day and a method of payment for all classes of labour should be established, and certain private hospitals, particularly those of construction companies engaged in temporary work, should be established.

OTHER REPORTS RECEIVED.

Ontario.—Thirty-sixth annual report of the Ontario Agricultural College and Experimental Farm, 1910.

Sixth annual report of the Ontario Vegetable Growers' Association, 1910.

Fourteenth annual report of the Provincial Municipal Auditor for 1910.

Great Britain.— Shops Bill. Deputations received at the Home Office, since the introduction of the 1910 Bill.

Australia.—Commonwealth Bureau of Census and Statistics, Melbourne; Transport and Communication, Bulletin No. 4. Summary of Statistics for the years 1901 to 1910.

Bulletin No. 48, Commonwealth Bureau of Census and Statistics on Trade, Shipping, Migration, and Finance of the Commonwealth of Australia, for the month of December, 1910.

Bulletin No. 49, Commonwealth Bureau of Census and Statistics on Trade, Shipping, Migration, and Finance of the Commonwealth of Australia for the month of January, 1911.

United States.—Seventh biennial report of the Indiana Labour Commission, 1909–1910.

RECENT LEGAL DECISIONS AFFECTING LABOUR.

The following synopses of recent cases affecting labour are based upon the latest reports of legal proceedings and other legal records of the different Provinces of Canada.

ONTARIO CASES.

Damages Under Workmen's Act.

An action under the Workmen's Compensation for Injuries Act, for damages for injury sustained by plaintiff when in defendant's employment. Plaintiff, a labourer, was employed by defendant company, who were erecting a concrete dam on the Otonabee River, and was working at a mixer machine for making concrete. On Sunday, November 13, 1909, defendant's foreman ordered plaintiff to assist in constructing a cribwork of square timber, and whilst so engaged he slipped and fell from the wet and icy timber, sustaining the injury sued for. In his judgement on May 22 last, Chief Justice Mulock, who tried the action,

said: I think the case comes within the Act. There is no evidence to show that the accident was caused by want of care on the part of plaintiff. The injury he sustained is of a serious character, and I award him $1,500 damages and $10.50 arrears of wages owing to him, with costs of the action.

(Quinto v. Bishop.)

Alderman Unseated for Supplying Materials to City Contractor.

Upon a motion made before the Master in Chambers at Toronto, for an order setting aside the election of respondent (Homan) as alderman of the city of Niagara Falls, the following judgement was given on May 22 last. On October 19, 1910, a contract was awarded to Mr. Ferris for the erection of a fire hall in the city of Niagara Falls, to cost $5,000. The work was begun shortly thereafter, but is not yet finished. The relator (Slater) charges that the respondent has, as well before as since the election in January last, furnished supplies and material to the contractor, and that he has thereby vacated his seat as alderman. In the face of all the evidence as to respondent furnishing doors, brick, etc., it is difficult to see why Homan, the respondent, who was present, was not called to give evidence in explanation, especially to such a suggestive fact as that of Homan's name being on the door-frames, taken in conjunction with the numerous bills of materials, all made out to him, and receipted as paid by him. I, therefore, feel bound to hold that the relator has given sufficient proof of his allegations, and that the motion to have the respondent unseated must be allowed with costs. This decision has since been appealed against.

(Rex, on the relation of Slater, v. Homan.)

Damages to Miner.

Plaintiff, a miner, engaged in running a drill at the bottom of a shaft or winze, was seriously injured by the falling of a large rock from the third level upon his left hand, smashing and breaking the bones in the hand and rendering it useless. Plaintiff sued for $3,000 damages. In his judgement on May 26, last, Chief Justice Falconbridge, who tried the action, said: The plaintiff proved and the jury found failure by defendants to comply with subsections 17 and 31, of section 164 of the Mining Act of Ontario. Judgement for plaintiff for $2,500 and costs. Thirty days' stay.

(Kallee Sicen v. Temiskaming Mining Co.)

Recent Decisions on the Sunday Law.

Mr. Justice Middleton has recently given the following important decisions on the Sunday law:—

A case stated by G. T. Denison, P.M., for Toronto, under provisions of section 761 of the Criminal Code. Two informations were laid against defendant, a restaurant-keeper, of Toronto, one for selling cigars and the other for selling lagerine on Sunday, November 13, 1910. The defendant was found not guilty in each case. The Attorney-General for Ontario questioned the decisions on the ground that such sales are a violation of section 1, C.S.U.C., chapter 104, and secured a stated case to argue the point. Judgement: The cigars were sold by the accused as a merchant or tradesman, and not in the course of his business as keeper of a victualling house or restaurant and there was an offence against the Act. The lagerine was, as I understand the evidence sold in bottles to be taken from the premises, and, if this be the fact, for the same reason there was an offence against the Act. If sold for consumption on the premises, then the sale was within the scope of the business of a restaurant keeper, and there was no offence. In the result there should have been a conviction No costs.

(Rex v. Wells, two cases.)

A stated case similar to the above against the defendant, a tobacconist, who has a news stand in the Imperial Hotel, Toronto, who was charged with exercising his ordinary calling by selling cigars on Sunday, November 13, 1910. Judgement: The accused sells cigars as part of his ordinary calling. He is a merchant or tradesmen, and the sale

of the cigars was part of his ordinary calling and is a violation of chapter 104, and he should have been convicted. No costs.

(Rex v. Waldock.)

A stated case similar to the two above mentioned, against defendant, a restaurant keeper, for selling candies on Sunday, November 13, 1910. Judgement: Defendant sold candies as a merchant or tradesman, and not in the course of his business as a restaurant keeper. There should have been a conviction. No costs.

(Rex v. Aldeen.)

A similar stated case, at the instance of the Crown, by way of appeal from the dismissal of charge against defendant. Judgement: Samuel G. Roe was a druggist and sold cigars to all comers on Sunday. He was acquitted upon the ground that a cigar is a drug. No doubt tobacco has some medicinal qualities and may occasionally be used as a drug or medicine, but its normal use is as a luxury, more particularly when taken in the form of cigars. What the statute permits is the sale of "drugs and medicines", that is the articles which are in fact sold as drugs or medicine, and it was never intended to permit the sale of ordinary food and luxuries by showing by an expert that the thing sold or its main ingredient has some medicinal virtues. Alcohol has some medicinal properties, but the proprietor of an ordinary bar does not regard his business as the sale of "drugs and medicine." There was no evidence upon which it could be found that these cigars were sold as a "drug or medicine." It is claimed that in some cases a cigar is a necessity. In each case it must be shown that what was done was, under the particular facts, a work of necessity or mercy, and even if it could be proved in any particular case that the sale of a cigar was either a work of necessity or mercy, it seems to me most improbable it ever could be either. It clearly cannot be asserted as a general proposition. I think there should have been a conviction. No costs.

(Rex v. Roe.)

Damages for Death of Husband.

In an action brought against the Grand Trunk Railway Company at the Spring Assizes at Brockville, on account of the death of an employé, by his widow, damages amounting to $1,500 were awarded, out of which $600 were awarded to the plaintiff, and $900 to her child. The husband of the plaintiff had been employed as a sectionman at Lyn Station and was struck by a train while at work in the above station yard on account of not being able to see approaching train owing to a dense fog. It had been contended by the Company that no case had been made out as the rules of the Company provided that the trains are allowed to run on opposite tracks and during fogs. When men are working on the track, it is left to their own prudence and safety to protect themselves. In delivering the charge, Mr. Justice Sutherland handed the jury the following questions, which were answered as follows:

1. *Q.* Was the death of the deceased the result of negligence on the part of the defendant Company?

A. Yes.

2. *Q.* If so, wherein did such negligence consist?

A. By the servants of the Company failing to do their duty by neglecting to switch back train onto right line at Lyn, and not carrying a headlight.

3. *Q.* Or was the death of the deceased the result of any negligence on his part?

A. No.

4. *Q.* If so, wherein did such negligence consist?

A. No answer.

5. *Q.* Could the deceased by reasonable care have avoided the accident?

A. No.

6. *Q.* If the fifth question is answered "yes", what could he have done to avoid it?

A. No answer.

(Graham vs. Grand Trunk Railway Company.)

An action for $5,000 damages was entered by the widow of an employé of the firm of J. Briggs & Son, of Brockville, for the death of her husband who

was killed while at work in the shop of the above firm. It was claimed by the plaintiff that the machinery was in an unsafe condition, the pulleys being untrue. The accident took place while the deceased was attempting to place a belt on a pulley with a stick.

The following questions were submitted to the jury who returned with the following answers:

1. *Q.* Were the injuries which occasioned the death of the deceased caused by any negligence of the defendants?

A. Yes.

2. *Q.* If so, wherein did such negligence consist?

A. In defect of pulley on main shaft; by defective way of adjusting belt, and by not having sufficient room for men while in the discharge of their duties, and for poor system of management.

3. *Q.* Or were the deceased's injuries caused by any negligence on his part?

A. No.

4. *Q.* If so, wherein did the negligence consist?

A. No answer.

5. *Q.* Could the deceased by reasonable care have avoided the accident?

A. We think not.

6. *Q.* If you answer the last question "yes", what could he have done to avoid it?

A. No answer.

(Kirkby vs. J. Briggs & Son.)

In an action against the Grand Trunk Railway Company brought by a widow for the death of her husband, damages were awarded for $2,500 to the plaintiff, each side to pay their own costs, this amount to include the insurance which the deceased was entitled to as a servant of the Company. The deceased who was engaged in the ash-pit was riding on the steps of the tender of a locomotive when he was caught by the corner of the fence enclosing cattle yard near the freight-shed at Brockville, resulting in his death a few hours after the accident.

(Sawyer vs. Grand Trunk Railway Company.)

Cases Under the Ontario Factory Act.

On June 2, informations were laid by the Ontario factory inspector before James Lagrois, of Rockland, and Peter Stewart, of South Indian, two of His Majesty's Justices of the Peace, charging the parents of six boys with permitting their boys, while yet under the age of fourteen years, to be employed in the mills at Rockland, contrary to the provisions of Section 38 of the Ontario Factory Act.

On the same date, informations were also laid against six persons designated as jobbers in these mills, for having employed these boys contrary to the provisions of Section 3 of the Ontario Factory Act.

Evidence was submitted by the inspector that he had from time to time, covering a period of four or five years, warned the parents of boys, and advised regarding the age when they might legally be employed, as well as the jobbers in these mills of their duty and obligations in regard to the employment of young persons whose ages might appear in any way doubtful, and had frequently dismissed children under age from these premises, with a very definite warning to the persons directly responsible for their employment.

Being convinced that the proprietors and management of the mills did not endorse or permit the illegal employment of children with their knowledge or consent, and satisfied that parents and jobbers had been instructed to observe the law, the inspector proceeded directly against the persons responsible for the violation.

The cases were called by Crown Attorney Maxwell, of L'Orignal. Each of the defendants pleaded guilty to the charge laid against them. It being the first time these persons were before the Court on a charge of this kind, the magistrates decided to impose a nominal fine of $1 and costs in each case, except in the case of one parent whose evidence was not very satisfactory, he having evidently prepared a false certificate in order to secure em-

ployment for his boy; in his case a fine of $2 was imposed.

Warning was given to all that any future violations of this kind would be severely dealt with.

On May 16, an information was laid by the Ontario factory inspector against a rag and junk dealer in the city of Ottawa, charging him with keeping his factory and premises in an unsanitary condition, and not keeping his closets properly separated, in accordance with the requirements of the Factory Act.

The case was heard on the above date by Magistrate O'Keefe, who found the defendant guilty according to the evidence submitted, but before imposing a penalty, adjourned the case for a week, instructing the inspector to re-visit the premises at the end of that time and report to him what progress had been made towards complying with the requirements of the inspector under the provisions of the Factory Act.

The defence took some objection to the form of information laid, and to the jurisdiction of the inspector. The magistrate held that the inspector had jurisdiction over the premises under the provisions of the Factory Act.

In accordance with the above, the case was resumed again on May 23. The inspector reported that some progress had been made towards complying with the regulations, in fact some of the definite instructions had been reasonably complied with, but that there were yet certain important conditions to be observed. The magistrate then imposed a penalty of $5, including costs, and advised the defendant that if he did not keep his premises properly in future they might be considered a public nuisance, and instructed the inspector that if the place was not kept in a satisfactory manner, it would be his right and duty to bring him before the Court until such conditions and requirements were fully observed.

MANITOBA CASE.

Master and Servant—Contract of Hiring—Wrongful Dismissal.

In an action for damages for wrongful dismissal tried before Chief Justice Mathers, it appeared that the general manager of the defendants, a company incorporated by letters patent under the Manitoba Joint Stock Companies Act, engaged the plaintiff as general foreman of their quarrying works. There was a written contract of hiring, but no period of hiring was mentioned therein. The writing was simply to the effect that the plaintiff agreed to work for the defendants as foreman "for the consideration of $1,800 per year, payable in instalments of $150 per month." This was signed by the plaintiff and by the general manager, using the name of the defendants and his own name, and by three directors of the defendants, but the defendants' corporate seal was not affixed. The plaintiff began work on March 15, and continued until July 2 following, when he was summarily dismissed by the general manager, and remained without employment until the time of the trial of this action, which was brought for wrongful dismissal.

The Chief Justice held that the contract was binding on the defendants, being made by an official who, on the uncontradicted evidence, had a general authority for that purpose, following the decision in *McEdwards v. Ogilvie*, 4 Man. L.R.I; that upon the construction of the contract, the hiring was for a year; and that, upon the evidence, the defendants' defence of justification, by reason of neglect of duty and intoxication, failed. The Chief Justice also held, that the plaintiff's damage was limited to the balance that he would have earned if he had been retained in the defendants' employment to the end of the year; but if, in the meantime, he obtained employment of a similar kind, or might, by the use of ordinary diligence, have procured such employment, his damage would be reduced accordingly; that the burden of proof was on the defendants to show that he might have obtained other employment, but the defend nts had not shown that the plaintiff could have obtained other employment in Manitoba, and the plaintiff was not bound to accept an offer of employment in another province. Damages should be assessed as compensation only; and $1,000 was a fair sum for that purpose.

(Armstrong v. Tyndall Quarry Company, 16 W. L. R. 111.)

SASKATCHEWAN CASE.

Mechanics' Lien Act —Failure to show ownership or possession of person ordering materials, &c.

An appeal to the Supreme Court of the Province by the defendants, the Massey-Harris Company, from the judgement of the District Court Judge of Saskatoon, adjudging that the plaintiffs had a lien, under the Mechanics' Lien Act, for materials alleged to have been supplied to the defendant McK., for the erection of a building on lot 9, in block 7, in the village of Landis.

The plaintiffs, by their statement of claim, alleged that they furnished materials to the defendant McK., for the purpose of erecting a building on land described; that McK. erected a building on the land; and that they registered a lien under the Mechanics' Lien Act against the land and building, and thereby acquired a valid lien against the estate and interest of McK. in the lot. The claim was to enforce the lien against the building. The evidence showed that McK. ordered materials from the plaintiffs, to be delivered on the land described, that they were delivered there and went into the erection of the building; but the evidence did not show that McK. ever had any interest or estate in the land, except such possessory interest as was to be presumed from the erection of the building on the land. On July 3, 1909, the plaintiffs registered their lien. On November 30, McK. executed a chattel mortgage on the building in favour of the defendant company. By the statement of claim it was alleged that, on December 7, 1909, the plaintiffs became owners of the land, and this was not denied by the defendants. On December 17, McK. gave the defendant company a bill of sale of the building, and, on December 30, the defendant company removed the building from the land and sold it.

The Court held that the plaintiffs were not entitled to enforce their alleged lien.

Chief Justice Wetmore was of opinion, that a person in actual possession of land has a title thereto as against all the world except the true owner; and a person so actually in possession has a sufficient interest in the land to come within the meaning of "owner", as defined by paragraph 3, of section 2 of the Mechanics' Liens Act, 1907; but, in order to amount to an interest which would support a lien under the Mechanics' Liens Act, the actual possession or interest must exist at the time the materials were ordered, because section 4 of the Act provides that the work has to be performed or the materials furnished for the owner (as in this case), or the contractor or sub-contractor; and, there was no evidence to establish that, prior to the time that McK. ordered these materials, he had ever been in actual possession of the lands, nor that he was so, at the time he ordered them; there was no evidence that McK. had any interest or estate when he ordered the materials, and he could not be held to have acquired such an estate or interest by the wrongful act of causing the materials to be placed upon the property.

Mr. Justice Lamont was of opinion that, assuming that the plaintiffs had a valid lien on the lot and building, the action was not maintainable, because on December 7, the plaintiffs (as must be taken to be admitted) became owners of the land on which the building was then standing, and whatever interest they could claim in the property under their lien merged in their title as owners, no contrary intention appearing. If the building was part of the freehold when the plaintiffs acquired title, their action should have been for trespass *quare clausum fregit*, as the acquisition of the freehold necessarily carried with it all buildings that were a part thereof.

Mr. Justice Johnstone was of opinion that the plaintiffs wholly failed to establish an interest in McK. sufficient to satisfy the statute during the time the materials were being placed on the land, or even that McK. had ever been in possession of the land, rightfully or otherwise.

(Galvin Walston Lumber Company v. McKinnon, 16 W. L. R., 310.)

ALBERTA CASE.

Master and Servant—Injury to Servant.

Upon an appeal by the plaintiff to the Supreme Court of the Province, from the

judgement of Chief Justice Harvey dismissing the action, on the ground that there was no evidence of negligence on the part of the defendant, it appeared that the plaintiff was employed in the defendant's planing mill from October 1, to December 18, 1908, and on the last named date, when operating machine known as a joiner, had three fingers of his right hand injured so as to necessitate amputation. The plaintiff, to the knowledge of the defendants, was inexperienced in operating such a machine. He received some instructions from the foreman, by whom he was put to work at this particular machine on the day of his injury, he having previously worked at other machines. This was a dangerous machine.

The Supreme Court held upon the evidence, Mr. Justice Beck dissenting, that the judgement of Chief Justice Harvey dismissing the action, on the ground that no negligence was shown, should be affirmed.

Mr. Justice Stuart was of opinion, that the danger was one of which the plaintiff could judge as well as the defendants; there was nothing latent or concealed, and no increased danger was shown which would require a warning, under the principle which lays that duty upon the master.

Mr. Justice Simmons was of opinion, that the action failed because the cause of the injury had not been brought home to the defendants as arising out of any other than the danger ordinarily incident to the operation of machines of this nature, and that there was no exposure of the servant to any risk of which he was ignorant and of which the master had knowledge.

Mr. Justice Beck, who dissented, was of opinion that the evidence showed a dangerous machine, known to the defendants to be so; an inexperienced workman; dangers obvious, even to an inexperienced man, so long as the tables were level; dangers much increased when the tables were so adjusted as to be out of level; the machine was so adjusted; that, though the method of adjustment was explained, the increased danger was not explained; and so it was an accident happening to the workman while the conditions increasing the dangers existed. Upon these facts, there was a *prima facie* case of negligence which should have been submitted to the jury, if there had been a jury; and there was a reasonable probability that the plaintiff would not have suffered the injury, but for the negligence, that is, the want of warning and instructions on the part of the defendants, and that the consequent inference should be drawn in the absence of evidence to rebut it. *Young v. Hoffman Manufacturing Company*, (1907) 2 K.B. 646, and *Dominion Natural Gas Company v. Collins*, (1909) A.C. 640, were specially referred to. Appeal by plaintiff dismissed.

(Williams v. Western Planing Mills Company, 16 W. L. R. 13.)

APPENDIX III.

DIRECTORY OF LABOUR ORGANIZATIONS.—*Continued.*

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Manitoba—			
Belmont, Baldur	Brotherhood of Maintenance-of-Way Employés, Belmont Div., No365	A. T. Isberg	Baldur, Man.
Binscarth, Langenburg	Bro. of Maintenance-of-Way Employés, Yorkton Division, No. 197	H. Scott	Langenburg, Sask.
Brandon	Bricklayers and Masons' International Union, No. 2	Walter Gerrell	554 7th Street, Brandon, Man.
"	Amalgamated Society of Carpenters and Joiners, No. 817	W. J. Johnson	439 Dennis St., Brandon, Man.
"	International Association of Machinists, No. 574	C. R. Coffey	147 First St., Brandon, Man.
"	Cigarmakers' International Union, No. 378	J. H. Waldron	Box 821, Brandon, Man.
"	Order of Railroad Conductors, No. 464	Thos. Brownlee	Brandon, Man.
"	Brotherhood of Locomotive Engineers, No. 667	Sydney Thorne	Brandon, Man.
"	Brotherhood of Locomotive Firemen, Wheat City Lodge, No. 464	W. P. Eccles	Brandon, Man.
"	Brotherhood of Railway Trainmen, Brandon Lodge, No. 394	Thos. Hanwell	535 7th Ave., Brandon, Man.
"	Brotherhood of Locomotive Firemen and Engineers, No. 788	R. A. Trann	221 4th St., Brandon, Man.
"	Brotherhood of Railway Carmen, No. 339	H. Dean	Brandon, Man.
"	Order of R. R. Telegraphers, System, Division No. 7	G. S. Morris	721 11th St., Brandon, Man.
"	Federal Labour Union, No. 1	Arthur Feltrap	Box 673, Brandon, Man.
"	Federated Association of Letter Carriers, No. 9	G. Erickson	119 11th St., Brandon, Man.
Burnside	International Brotherhood of Maintenance-of-Way Employés, No.227	David Moore	Burnside, Man.
Dauphin	Order of Railway Conductors, No. 512	G. A. Glay	Box 121, Dauphin, Man.
"	Brotherhood of Locomotive Engineers, No. 737	D. W. Campbell	Dauphin, Man.
"	Brotherhood of Railroad Trainmen, No. 748	B. Daly	Dauphin, Man.
"	Brotherhood of Locomotive Firemen and Enginemen, No. 661	E. M. Pearce	Rideau Mountain Lodge,
"	Brotherhood of Railway Carmen, No. 305	W. Greenman	Dauphin, Man.
Gladstone, Plumas	International Brotherhood of M. W. Employés, No. 107	John H. Wilson	Plumas, Man.
Morden	International Brotherhood of M. W. Employés, No. 488	Robt. Sypher	Morden, Man.
Neepawa	Brotherhood of Maintenance-of-Way Emp. Neepawa Div. No. 370	Bert Harvey	Box 592, Neepawa, Man.
Elm Creek	Brotherhood of Maintenance-of-Way Employés, No. 119	John Montgomery	Elm Creek, Man.
Portage la Prairie	Brotherhood of Maintenance-of-Way Employés, Brandon Div.No.145	Geo. Seal	Box 391, Portage la Prairie, Man
"	International Brotherhood of Maintenance-of-Way Em., No. 551	Dumas S. Davidson	Portage la Prairie, Man.
Plum Coulee, Boissevain	Brotherhood of Maintenance-of-Way Employés, No. 194	O. Hibbert	Boissevain, Man.
Rivers	International Association of Machinists, No. 484	C. Lems	Box 91, Rivers, Man.
"	International Brotherhood of Boilermakers, No. 529	C. Cotterill	Box 80, Rivers, Man.
"	Brotherhood of Locomotive Firemen and Enginemen, No. 746	C. D. Smith	Rivers, Man.
Melville	Brotherhood of Locomotive Engineers, No. 764	John Rowen	Box 62, Melville, Sask.
Souris	Brotherhood of Locomotive Firemen and Enginemen, No. 789	Leonard Coulson	Souris, Man.
Sifton, Dauphin	International Brotherhood of M. W. Employés, Division No. 379	C. B. Parnell	Box 253, Dauphin, Man.
Tyndall	Journeymen Stonecutters' Association	D. McGregor	Tyndall, Man.
Winnipeg	Bricklayers and Masons' Inter. Union of Manitoba, No. 1	J. H. Poulter	Trades' Hall, Winnipeg, Man.
"	Amalgamated Society of Carpenters and Joiners (Millworkers Sec.)	Wm. A. Underwood	279 Henry Ave., Winnipeg, Man.
"	United Brotherhood of Carpenters and Joiners of America, No. 343	A. W. Evans	Box 121, Winnipeg, Man.
"	United Brotherhood of Carpenters and Joiners, No. 1529	Geo. Kraft	544 College Ave., Winnipeg, Man.
"	United Brotherhood of Carpenters and Joiners, No. 1646	S. J. Austman	835 Ellice St., Winnipeg, Man.
"	Amalgamated Society of Carpenters, Branch No. 2	J. Anderson	642 Erin St., Winnipeg, Man.
"	Amalgamated Society of Carpenters and Joiners, Branch No. 1	D. McLean	149 Ellen St., Winnipeg, Man.
"	Millmen's Union (U. B. of C. & J.), No. 1852	J. Fisher	524 Dufferin St., Winnipeg, Man.
"	Bro. of Painters, Decorators and Paperhangers of America, No. 739	R. A. Craig	372 Beverley St., Winnipeg, Man.

"	Wood, Wire and Metal Lathers' Union, No. 147	R. A. Barnett	1043 Burrows Ave., Winnipeg, Man.
"	Plasterers' Association, No. 334	W. Overton,	867 William Ave., Winnipeg, Man.
"	United Association of Plumbers, Gas and Steamfitters, No. 479	J. H. Roberts	78 Morley Ave., Winnipeg, Man.
"	Journeymen Plumbers and Gas Fitters' Union, No. 254	C. H. Timberley	357 Simcoe St., Winnipeg, Man.
"	Journeymen Plumbers' (S. F. & H.) Union, No. 332	Boyd Miller	418 Ross Ave., Winnipeg, Man.
"	Stonecutters' Association of North America	Jos. A. Buchanan	Box 1911, Winnipeg, Man.
"	International Association of Marble Workers, No. 90	Dennis N. Angel	Suite 5, McKeague Blk., Winnipeg.
"	Hodcarriers and Builders' Labourers' Union, No. 227	John Welton	491 Rothgar Ave., Winnipeg, Man.
"	International Moulders' Union, No. 174	Thos. Horn	460 Pritichard Ave., Winnipeg, Man.
"	International Association of Machinists, No. 723	A. Reeves	1443 Logan Ave., Winnipeg. Man.
"	International Association of Machinists, No. 189	E. P. Strang	Mulveg Ave., Fort Rouge, Winnipeg,
"	International Association of Machinists, No. 457	N. Laughlin	Suite 10, Mansfield Court, Winnipeg.
St. Boniface	International Association of Machinists, No. 122	S. McCallum	693½ William Ave., St. Boniface, Man
"	International Brotherhood of Boilermakers, No. 451	F. W. Jones	824 Home St., Winnipeg, Man.
King Edward P. O	Brotherhood of Boilermakers and I.S.B., No. 212	Frank Snare	King Edward P. O., Man.
Winnipeg	International Brotherhood of Electrical Workers, No. 435	A. Miles	590 Marley Ave., Winnipeg, Man.
"	International Brotherhood of Electrical Workers, No. 166	J. Williamson	137 Morley Ave., Winnipeg, Man.
"	Bridge Structural and Architectural Car Works Union, No. 82	W. E. Pilkey	Box 924, Winnipeg, Man.
"	International Bro. of Blacksmiths' Helpers, No. 335	R. Piercy	941 William Ave., Winnipeg, Man.
"	International Brotherhood of Blacksmiths (Railroad) No. 147	R. Anderson	713 Elgin St., Winnipeg, Man.
"	Inter. Brotherhood of Boiler Makers and Shipbuilders, No. 126	E. Thompson	1573 Pacific Ave., Winnipeg, Man.
"	Int. Bro. of Boiler Makers and I.S.B., Helpers' Division, No. 127	Thos. Cawsey	558 Arlington St., Winnipeg, Man.
"	Amalgamated Sheet Metal Workers' Association, No. 31	Chas. D. Streight	518 William Ave., Winnipeg, Man.
"	International Union of Steam Engineers, No. 290	Harold Hare	Trades' Hall, Winnipeg, Man.
"	Pattern Makers' League of North America	Jas. Ackerstream	211 Isabel St., Winnipeg, Man.
"	International Typographical Union, No. 191	J. C. Bleaken	Box 2024, Winnipeg, Man.
"	German-American Typographical Union, No. 23	Julius Striowski	257 Chambers St., Winnipeg, Man.
"	Printing Pressmen's Assistants and Feeders' Union, No. 87	T. S. Ezart	523 Simcoe St., Winnipeg, Man.
"	International Brotherhood Bookbinders	Henry J. Beeley	280 Chambers Ave., Winnipeg, Man.
"	Stereotypers and Electrotypers' Union, No. 59	M. Martenson	Box 1842, Winnipeg, Man.
"	International Photo Engravers' Local No. 37	E. L. Burt	Box 2225, Winnipeg, Man.
"	Journeymen Tailors' Union of America, No. 70	H. C. Phillip	434 Victor St., Winnipeg, Man.
"	United Garment Workers of America, No. 35	A. Geller	278 Rupert St., Winnipeg, Man.
"	United Garment Workers of America, No. 153	Hyman Roller	468 Jarvis Ave., Winnipeg, Man.
"	Cigar Makers' International Union, No. 414	O. Tuchbrisk	640 Young St., Winnipeg, Man.
"	Order of Railway Conductors, North Star Division, No. 47	D. G. McKay	25 0 Spence Ave., Winnipeg, Man.
"	Brotherhood of Locomotive Engineers, City of Winnipeg Div. No. 76	W. J. Edwards	460 Flora Ave., Winnipeg, Man.
"	Bro. of Locomotive Engineers, Atikokan Division No. 583	S. F. Starr	Norwood Grove, Winnipeg, Man.
"	Bro. of Locomotive Firemen, Northern Light Lodge, No. 127	Dan. O'Brien	737 Selkirk Ave., Winnipeg, Man.
"	Bro. of Loco. Firemen, Ft. Garry Lodge, No. 597	K. Creelman	240 Morley Ave., Winnipeg, Man.
"	Bro. of Railway Trainmen, J. M. Egan Lodge, No. 223	R. W. Duncan	336 Dufferin Ave., Winnipeg, Man.
"	Brotherhood of Railway Trainmen, Beaver Lodge, No. 691	Fred. K. Whyte	10 Valois Block, Winnipeg, Man.
"	Bro. of Maintenance-of-Way Employés, Winnipeg Division, No. 207	James McLellan	817 Logan Ave., Winnipeg, Man.
Ha lon, Winnipeg	International Brotherhood of M. W. Employés, Division, No. 323	J. A. Campbell	Hanlon, Man.
Winnipeg	Brotherhood of Railway Carmen, No. 371	J. W. Pickett	492 Kylemare Ave., Winnipeg, Man.
"	Brotherhood of Railway Carmen of America, Jubilee Lodge, No. 6	Thos. C. Plume	1556 Elgin Ave., Winnipeg, Man.
Dauphin	Order of R. R. Telegraphers, System Division, No. 43	G. H. Palmer	Dauphin, Man.
Winnipeg	Amal. Association of St. Railway Employés of America, No. 99	T. H. Dunn	Box 1902, Wininpeg, Man.
"	Federated Association of Letter Carriers, No. 7	Ernest Fuller	287 Atlantic Ave., Winnipeg, Man.
"	International Alliance of Theatrical Stage Employés, No. 63	F. P. Butler	Box 2002, Winnipeg, Man.
"	Journeymen Barbers' International Union, No. 506	G. W. Williams	361 Edmonton St., Winnipeg, Man
"	American Federation of Musicians, No. 190	F. A. Tallman	452 Spruce St., Winnipeg, Man.
"	Brotherhood Railway Storeman, F.L.U., No. 18	J. Rush	673 Pacific Ave., Winnipeg, Man.

DIRECTORY OF LABOUR ORGANIZATIONS.—*Continued.*

Locality.	Name and Number of Organizatoin.	Secretary.	Secretary's Address.
Winnipeg	Inter. Brotherhood of Steam Shovel and Dredgemen, No. 21	R. B. Sullivan	Winnipeg, Man.
Beausejour	Glass Bottle Blowers' Association, No.	James O. Mulligan	Beausejour, Man.
Winnipeg	Amalgamated Glass Workers' International Association, No. 59	Peter Schneider	461 Pacific Ave., Winnipeg, Man.
"	Winnipeg Federal Labour, No. 12,806	John B. Chapman	98 Charlotte St., Winnipeg, Man.
"	Federal Labour Union, No. 4	J. T. Cullis	1118 Sherburn St., Winnipeg, Man.
"	Campcooks and Cookees, F.L.U., No. 6	W. H. Reeve	Trades' Hall, Winnipeg, Man.
"	Woodcutters' Association	E. W. Edwards	Trades' Hall, Winnipeg, Man.
Saskatchewan—			
Vonda, Humboldt	Brotherhood of Maintenance-of-Way Employés, No. 350	D. Blackburn	Vonda, Sask.
Kipling	International Brotherhood of M. W. Employés, No. 62	O. M. Valde	Kipling, Sask.
Indian Head	Amalgamated Society of Carpenters and Joiners	F. H. Chapman	Box 405, Indian Head, Sask.
Moose Jaw	Bricklayers and Masons' International Union, No. 2	E. Griggs	Moose Jaw, Sask.
"	Amalgamated Society of Carpenters and Joiners	H. T. Heydon	Moose Jaw, Sask.
"	United Brotherhood of Carpenters and Joiners, No. 619	Norman Fisher	Moose Jaw, Sask.
"	International Association of Machinists, Moose Jaw Lodge No. 639	Jas. Leask	Moose Jaw, Sask.
"	Machinists' Helpers' Union, No. 12,891	Richard Davies	Moose Jaw, Sask.
"	Inter. Bro. of Boilermakers' and Iron Shipbuilders of Amer. No. 478	Geo. Walters	Moose Jaw, Sask.
"	International Brotherhood of Electrical Workers, No. 568	H. Burleson	Moose Jaw, Sask.
"	International Typographical Union, No. 627	L. A. Bailey	Moose Jaw, Sask.
"	Order of Railway Conductors, Moose Jaw Division, No. 393	F. J. Walsh	Moose Jaw, Sask.
"	Brotherhood of Locomotive Engineers, Thunder Creek Div. No. 510	John McAllister	Box 164, Moose Jaw, Sask.
"	Brotherhood of Locomotive Firemen, No. 521	G. A. Hall	Moose Jaw, Sask.
"	Brotherhood of Railway Trainmen, Prosperity Lodge, No. 34	Chas. Howard	Moose Jaw., Sask.
"	Brotherhood of Maintenance-of-Way Employés, Moose. Div., No. 127	T. P. Gillies	Moose Jaw, Sask.
"	Carmen's Union of America, No. 204	C. Wright	Moose Jaw, Sask.
"	Musicians' International Protective Association, No. 474	S. Meads	Moose Jaw, Sask.
"	Journeymen Barbers' International Union, No. 589	J. A. Burns	Moose Jaw, Sask.
Melville	Order of Railway Conductors, No. 541	H. J. Robinson	Melville, Sask.
"	Brotherhood of Railway Trainmen, No. 805	P. F. Monck	Melville, Sask.
"	International Brotherhood of Maintenace-of-Way Employés, No. 169	O. W. Gurnaert	Box 95, Melville, Sask.
Maple Creek, Medicine Hat	Brotherhood of Maintenance-of-Way Employés, No. 125	Thos. Murray	Box 217, Medicine Hat, Alta.
North Battleford	Brotherhood of Railroad Trainmen, No. 751	L. Lafrance	North Battleford, Sask.
"	Order of Railway Conductors, No. 495	H. Cameron	North Battleford, Sask.
"	Brotherhood of Locomotive Engineers, No. 716	Ernest Coppock	North Battleford, Sask.
"	Brotherhood of Locomotive Firemen and Enginemen, No. 697	John McPake	Box 176, North Battleford, Sask.
"	Inter. Bro. of Maintenance-of-Way Employés, Battleford Div. No485	J. H. Balfour	North Battleford, Sask.
Oxbow, Souris	Brotherhood of Maintenance-of-Way Employés, West, No. 174	J. Bridle	Box 274, Souris, Man.
Prince Albert	Bricklayers and Masons' International Union, No. 4	H. Hawkins	Box 266, Prince Albert, Sask.
"	United Brotherhood of Carpenters and Joiners, No. 1606	A. W. Haynes	Prince Albert, Sask.
"	Federal Labour Union, No. 4	Jas. Walton	Prince Albert, Sask.
Regina	Bricklayers and Masons' Union, No. 1	Geo. Alley	Box 941, Regina, Sask.
"	Brotherhood of Carpenters and Joiners, No. 1867	W. E. Cocks	1653 Halifax St., Regina, Sask.
"	Operative Plasterers' International Association, No. 393	P. Stevens	Box 706, Regina, Sask.
"	Amalgamated Society of Carpenters and Joiners No	R. Thompson	Box 1046, Regina, Sask.
"	Bro. of Painters, Decorators and Paperhangers, No. 509	Ed. Sterling	1861 St. John St., Regina, Sask.
"	Journeymen Stonecutters Association of North America	Wm. P. Shields	Box 899, Regina, Sask.
"	United Asso. Plumbers, Gas and Steamfitters, No. 179	W. Gallagher	Box 567, Regina, Sask.

"	Brotherhood of Electrical Workers, No. 572	H. Lamberton	N.W. Electric Co., Regina, Sask.
"	International Typographical Union, No. 457	J. D. Simpson	Regina, Sask.
Pasqua	International Brotherhood of M. W. Employés, Div. No. 250	G. Davis	Pasqua, Sask.
Regina	Journeymen Tailors' Union, No. 275	A. Muvworthy	1868 Halifax St., Regina, Sask.
"	Journeymen Barbers' International Union, No. 591	H. S. Davis	1919 S. Railway St., Regina, Sask.
"	Federated Association of Letter Carriers, No. 30	J. Griffiths	Regina, Sask.
"	Retail Clerks' and Salesmen's Association	F. X. Xush	Regina, Sask.
Saskatoon	Bricklayers and Masons' International Union, No. 3	T. H. Baines	Box 507, Saskatoon, Sask.
"	United Brotherhood of Carpenters and Joiners, No. 1390	A. B. Jones	Box 526, Saskatoon, Sask.
"	Operative Plasterers' International Association, No. 442	Geo. Gray	Box 271, Saskatoon, Sask.
"	Bro. of Painters, Decorators and Paperhangers, No. 227	Ray Scratch	415 Drinkle Bldg., Saskatoon, Sask.
"	Journeymen Plumbers, Gas and Steam Fitters, No. 264	John McGrath	Box 318, Saskatoon, Sask.
"	International Union of Steam Engineers	Cornelius Dawson	Saskatoon, Sask.
"	Brotherhood of Locomotive Engineers, No. 715	A. E. Fraser	Box 573, Saskatoon, Sask.
"	Brotherhood of Railroad Trainmen, No. 783	H. C. Sulivan	Saskatoon, Sask.
Prince Albert	International Brotherhood of M. W. Employés, Div. No. 313	Wm. Cathers	Box 537, Prince Albert, Sask.
Saskatoon	International Brotherhood of M. of W. E., No. 114	Robt. McCulloch, jr	Box 1431, Saskatoon, Sask.
"	Brotherhood of Railway Carmen, No. 253	Robt. Dykes	Saskatoon, Sask.
"	International Typographical Union, No. 663	E. L. Richards	Box 278, Saskatoon, Sask.
"	Cigarmakers' International Union, No. 459	F. M. O'Connor	Box 25, Saskatoon, Sask.
"	Printing Pressmen & Assistants' Union, No. 206	Jas. P. Stevens	Ssakatoon, Sask.
"	International Brotherhood of Electrical Workers, No. 589	W. Fillmore	Saskatoon, Sask.
Nutana, near Saskatoon	Brotherhood of Locomotive Firemen and Enginemen, No. 723	John T. Bowen	Box12, Nutana, near Saskatoon, S.
Saskatoon	Journeymen Barbers' International Union, No. 636	L. Percival	250 Third Ave., Saskatoon, Sask.
"	American Federation of Musicians, No. 553		Saskatoon, Sask.
"	Federal Labour Union, No. 12,801	Alfred J. Sibley	Saskatoon, Sask.
Swift Current	United Brotherhood of Carpenters and Joiners, No. 1889	Geo. Barager	Swift Current, Sask.
Sutherland	Brotherhood of Locomotive Engineers, No. 793	E. Sherman	Box 309, Sutherland, Sask.
"	Brotherhood of Locomotive Firemen and Engineers, No. 778	J. M. Gavan	Box 339, Sutherland, Sask.
"	International Brotherhood of M. W. Employés, No. 399	A. D. Baird	Sutherland, Sask.
Estevan, Weyburn	Brotherhood of Maintenance -of-Way Employés, No . 171	Thos. D. Roulston	Box 195, Estevan, Sask.
Hazel Cliffe, Welywn	Inter. Bro. of M. W. Employés, Div. No. 133	A. W. Mitchell	Hazel Cliffe, Sask.
Watrous	United Bro. of Carpenters and Joiners, No.	E. Hilborn	Watrous, Sask.
"	Bro. of Loco. Firemen and Enginemen, No. 580	J. J. Jenkins	Watrous, Sask.
Alberta—			
Beaver Creek, Pincher	United Mine Workers, No. 481	Wm. Watson	Beaver Creek, *via* Pincher, Alta.
Blairmore	United Bro. of Carpenters and Joiners, No. 1528	James Hamar	Blairmore, Alta.
"	United Mine Workers, No. 2163	Jos. Turnbull	Blairmore, Alta.
Bellevue	Miners' Union No. 431, (U.M.W. of A.)	J. Burke	Bellevue, near Frank, Alta.
Bellevue	United Mine Workers, No. 2829	M. Gilday	Maple Leaf, Bellevue, Alta
Bankhead	United Mine Workers of America, No. 29	F. Wheatley	Bankhead, Alta.
Burmis	United Mine Workers of America, No. 949	Wm. Ashton	Burmis, Alta.
Calgary	Bricklayers and Masons' International Union, No. 2	John Evans	Box 317, Calgary, Alta.
"	Amalgamated Society of Carpenters and Joiners, No. 811	W. C. Young	Box 1803, Calgary, Alta.
"	United Brotherhood of Carpenters & Joiners of Amer. No. 1779	W. Jeffcoat	1 Laird St. E., Mt. P., Calgary, Alta.
"	International Plasterers' Union, No. 324	Thos. Craik	Box 561, Calgary, Alta.
"	International Brotherhood of Painters and Decorators, No. 583	A. G. Shaw	614 5th Ave., W., Calgary, Alta
"	Ceramic & Mosaic Tile Layers' International Union, No. 63	Geo. Howell	Box 1404, Calgary. Alta.
"	Inter. Hod Carriers and Bldg. Labourers' Union, No. 202	Thos. Williamson	Potter's Bldg. House,Calgary, Alta.
"	Journeymen Stonecutters' Union	Wm. Lindsay	Box 1278, Calgary, Flta.
"	International Moulders' Union, No. 360	Wm. Topham	914 Burns Ave., E., Calgary, Alta.
"	Amalgamated Society of Engineers No	J. Kneeshaw	Calgary, Alta.

DIRECTORY OF LABOUR ORGANIZATIONS.—*Continued.*

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
Calgary	International Brotherhood of Electrical Workers, No	A. R. Cooper	Box 108, Calgary, Alta.
"	Bro. of Boilermakers and I.S.B., No. 392	D. Scott	Box 1835, Calgary, Alta.
"	Amal. Sheet Metal Workers' International Alliance, No. 254	E. D. Lane	603 5th Ave., W., Calgary, Alta.
"	Wood, Wire & Metal Lathers' International Union, No. 221	A. G. Skelton	Box 392, Calgary, Alta.
"	United Association of Plumbers, No. 496	A. Milligan	Box 1468, Calgary, Alta.
"	Journeymen Plumbers, Gas and Steam Fitters, No. 368	H. Laycock	535 11th Ave., E., Calgary, Alta.
"	Machinists' Helpers, No. 12,610	G. E. Keane	Box 517, Calgary, Alta.
"	International Association of Machinists, No. 357	Alfred Sadler	Box 1214, Calgary, Alta.
"	Bro. Boilermakers & Iron Ship Builders' Helpers' Div. No. 201	J. Foxton	216 14th Ave., E., Calgary, Alta.
"	Inter. Union of Journeymen Horseshoers, No. 266	L. W. Chidgey	Box 214, Calgary, Alta.
"	Order of Railway Conductors, No. 463	A. D. Fidler	Calgary, Alta
"	Bro. of Ry. Carmen, Ladysmith Lodge, No. 42	J. Laidlaw	1124 McLeod Trail, Calgary, Alta.
"	Stationary Engineers' Association	F. Vaughan	1108 4th St., East, Calgary, Alta.
"	International Typographical Union, No. 449	S. Burnand	Box 1388, Calgary, Alta.
"	Printing Pressmen's Union, No. 201	C. A. Marshall	Box 1547, Calgary, Alta.
"	Tailors' Union, No. 194	Percy W. Shaw	330 15th Ave., E., Calgary, Alta.
"	Inter. Bakery & Confectionery Workers' Union, No. 170	Chas. Taylor	Box 333, Calgary, Alta.
"	Bro. of Railroad Trainmen, No. 663	W. H. Dann	410 7th Ave., East, Calgary, Alta.
"	Bro. of Maintenance-of-Way Employés, No. 161	A. Steven	108 12th St. E., Calgary, Alta.
"	United Bro. of Leather Workers on Horse Goods, No. 97	G. A. Vice	Box 765, Calgary, Alta.
"	Brotherhood of Locomotive Engineers, No. 355		421 12th Ave., E., Calgary, Alta.
"	Brotherhood of Locomotive Firemen, No. 635	Wm. G. Kent	Box 1872, Calgary, Alta.
"	Interior Freight Handlers' and Railway Clerks' Union, No. 115	W. G. Robertson	714 7th St., W., Calgary, Alta.
"	Calgary Musical Association, No. 53	W. W. Piper	105 13th Ave., Calgary, Alta.
"	Bartenders' International League, No. 538	Albert Smith	Dominion Hotel. Calgary, Alta.
"	United Brewery Workmen, No. 124	Geo. A. Walter	Box 470, Calgary, Alta.
"	Federated Association of Letter Carriers, No. 14	T. Pratt	1016 17th Ave., W., Calgary, Alta.
"	Journeymen Barbers' International Union, No. 230	W. J. McKenzie	Royal Hotel, Calgary, Alta.
"	Inter. Alliance of Theatrical Stage Employés, Branch B	L. T. Brown	Box 1690, Calgary, Alta.
Coleman	Miners' Union, No. 2633	Wm. Graham	Coleman, Alta.
"	United Mine Workers, No. 2227—Carbondale	G. McDavies	Coleman, Alta.
Calder	Bro. Railway Carmen, No. 448	Jas. Spencer	East Park, West Edmonton, Alta.
Cardiff	United Mine Workers of America, No. 2378	L. Sluckins	Cardiff, Alta.
Castor	Journeymen Stone Cutters' Association	Chas. Carruthers	Box 84, Castor, Alta.
Canmore	United Mine Workers of America, No. 1387	J. Neil	Canmore, Alta.
Diamond City	United Bro. of Carpenters and Joiners, No. 1864	C. Shaw	Diamond City, Alta.
Edmonton	Bricklayers and Masons' Union, No. 1	Hiram Perry	125 Fox St., Edmonton, Alta.
"	United Bro. of Carpenters and Joiners of America, No. 1325	E. D. Blain	625 4th St., Edmonton, Alta.
"	Amalgamated Society of Carpenters and Joiners, No. 812	W. Peffers	Box 151, Edmonton, Alta.
"	Painters and Decorators' Union, No. 1016	A. Stephenson	768 7th St., Edmonton, Alta.
"	United Association of Plumbers, Gas and Steamfitters, No. 488	W. J. Leet	419 Ross St., Edmonton, Alta.
"	Journeymen Stonecutters' Association	Wm. Donaldson	Box 898, Edmonton, Alta.
"	Operative Plasterers' Union	Geo. Wilson	Box 1648, Edmonton, Alta.
"	Hod Carriers and Builders' Labourers' Inter. Union, No. 92	A. A. Armitage	186 Currie St., Edmonton, Alta.
"	International Association of Machinists, No. 817	C. A. McKim	320 York St., Edmonton, Alta.
Strathcona	Amal. Sheet Metal Workers' International Alliance, No. 371	L. Lyons	450 Fraser Ave., Strathcona, Alta.
Edmonton	Brotherhood of Electrical Workers, No. 544		Edmonton, Alta.

"	International Typographical Union, No. 604	A. J. Healey	Edmonton, Alta.
"	International Brotherhood of Bookbinders, No. 188	F. J. Lorimer	639 6th St., Edmonton, Alta.
"	Cigarmakers' International Union, No. 461	Frank Bruce	Box 912, Edmonton, Alta.
"	Lathers' International Union, No. 205	Jas. Wilson	606 Clara St., Edmonton, Alta.
"	Journeymen Barbers' Union, No. 227	F J. Graham	Box 1722, Edmonton, Alta.
"	Brotherhood of Railway Carmen, No. 398	A. Croosdale	285 16th St., N., Edmonton, Alta.
"	Brotherhood of Railway Trainmen, No. 793	I. W. Smith	Ingles' Block, Edmonton, Alta.
"	International Brotherhood of M. W. Employés, No. 324	Randolph King	742 Namayo Ave., Edmonton, Alta.
"	American Federation of Musicians, No. 390	F. D. Shanks	Edmonton, Alta.
"	Inter. Alliance of Theatrical Stage Employés, Branch P	Frank Doherty	cr. Young Men's Liberal Club, Edmonton, Alta.
"	Bartenders' International League, No. 55	A. Van Ruvven	R'm 14, 210 Howard Av., Ed'ton, Alta
Glenbow	Journeymen Stonecutters' Association	F. H. Williams	Glenbow, Alta.
Frank	Frank Miners' Union, No. 1263	G. Nicol	Frank, Alta.
Cowley, Grassy Lake	Brotherhood of Maintenance-of-Way Employés, Prairie Div., No. 135	A. H. Baines	Cowley, Alta.
Hillcrest	United Mine Workers of America, No. 1058	J. O. Jones	Hillcrest, Alta.
Lethbridge	Bricklayers, Masons and Plasterers' Union, No. 3	J. W. Jones	Box 2041, Lethbridge, Alta.
"	United Brotherhood of Carpenters and Joiners, No. 1681	Wm. Hely	Box 1456, Lethbridge, Alta.
"	Amalgamated Society of Carpenters and Joiners	W. B. Shand	Box 2056, Lethbridge, Alta.
"	Brotherhood of Painters and Decorators, No. 384	Geo. Morgan	Box 1919, Lethbridge, Alta.
"	United Association of Plumbers, No. 348	F. Grice	Box 582, Lethbridge, Alta.
"	Wood, Wire and Metal Lathers' International Union, No. 310	Stanley Collins	Box 73, Lethbridge, Alta.
"	Operative Plasterers' International Association, No. 414	R. D. Welton	Box 1810, Lethbridge, Alta.
"	International Hodcarriers and Builders' Labourers' Union, No. 180	C. R. Oliver	Box 401, Lethbridge, Alta.
"	Sheet Metal Workers' International Alliance, No. 335	Sing Cope	Box 122, Lethbridge, Alta.
"	International Brotherhood of Electrical Workers, No. 630	M. McGreevy	Box 474, Lethbridge, Alta.
"	International Typographical Union, No. 551	J. Jones	Lethbridge, Alta.
"	International Association of Machinists, No. 805	W. Tyrell	Box 136, Lethbridge, Alta.
"	Bridge and Structural Iron Workers, No. 30	H. Flett	Lethbridge, Alta.
"	United Mine Workers, No. 574	Lewis Moore	Box 113, Lethbridge, Alta.
"	Inter. Union of Flour and Cereal Mill Employés, No. 94	F. Lewis	Box 621, Lethbridge, Alta.
"	Bartenders' International League, No. 414	Wm. Bennett	Box 568, Lethbridge, Alta.
"	Brewery Workers' International Union, No. 354	D. J. McCormack	Box 1344, Lethbridge, Alta.
"	Order of Railway Conductors, No. 542	J. J. Ferrier	Lethbridge, Alta.
"	Brotherhood of Locomotive Engineers, No. 750	Jas. Wallwark	Box 238, Lethbridge, Alta.
"	Brotherhood of Locomotive Firemen and Enginemen, No. 735	A. McNair	Box 220, Lethbridge, Alta.
"	Brotherhood of Railroad Trainmen, No. 785	H. H. Fitzsimons	Box 441, Lethbridge, Alta.
"	Brotherhood of Railway Carmen, No. 289	J. P. Humphrey	Box 430, Lethbridge, Alta.
"	International Brotherhood of Teamsters, No. 601	T. Bradbeer	427 2nd St., Lethbridge, Alta.
"	Journeymen Barbers' International Union, No. 71	E. H. Tripp	Box 135, Lethbridge, Alta.
"	International Musicians' Protective Union, No. 497	V. Biner	Box 58, Lethbridge, Alta.
"	Laundry Workers' International Union, No. 82	Miss M. Beaumont	cr. Capt. Adams, Box 43, Lethbridge
"	Retail Clerks' International Association, No. 1191	E. Tabrum	Lethbridge, Alta.
"	United Mine Workers, No. 2589	Jos. McKinley	Royal Colleries, Lethbridge, Alta.
"	United Mine Workers, No. 2178	Geo. Dobson	Diamond City, Lethbridge, Alta.
Lille	Miners' Union (U.M.W.), No. 1233	W. L. Evans	Lille, Alta.
Medicine Hat	Bricklayers and Masons' International Union, No. 5	H. E. Thompson	Box 571, Medicine Hat, Alta.
"	United Brotherhood of Carpenters and Joiners, No. 1061	S. Turner	Medicine Hat, Alta.
"	Journeymen Stonecutters' Association	W. E. Evans	Box 484, Medicine Hat, Alta.
"	International Association of Machinists, No. 160	J. D. Snowden	Box 183, Medicine Hat, Alta.
"	Bro. of Boilermakers and I.S.B., Helpers', Division No. 243	Percy Morgan	Medicine Hat, Alta.
"	International Typographical Union, No. 451	E. W. Bellamy	Medicine Hat, Alta.
"	Brotherhood of Railway Carmen, Coronation Lodge, No. 74	J. H. Armstrong	Medicine Hat, Alta.

DIRECTORY OF LABOUR ORGANIZATIONS.—*Continued.*

Locality.	Name and Number of Organizatoin.	Secretary.	Secretary's Address.
Medicine Hat	Order of Railway Conductors, Mountain Division, No. 255	Thos. C. Blatchford	Medicine Hat, Alta.
"	Brotherhood of Locomotive Engineers, Saskatchewan Div., No. 322	F. Ferguson	Medicine Hat, Alta.
"	Brotherhood of Locomotive Firemen, Cascade Lodge, No. 342	W. Johns	Medicine Hat, Alta.
"	Brotherhood of Railway Trainmen, Charity Lodge, No. 304	W. R. Coursey	Medicine Hat, Alta.
Monarch	Journeymen Stonecutters' Association	Wm. McKinnon	Box 57, Monarch, Alta.
Monarch, *via* Taber	United Mine Workers, No. 14	A. D. Altray	Monarch, *via* Taber, Alta.
Passburg	United Mine Workers, No. 2352	Jas. Davis	Passburg, Alta.
Red Deer	Bro. of Maintenance-of-Way Employés, Red Deer Division, No. 188	John Sleath	Red Deer, Alta.
Ryley	International Brotherhood of Maintenance-of-Way Employés, No. 95	Joseph Guse	Ryley, Alta.
Strathcona	United Brotherhood of Carpenters and Joiners, No. 1882	A. Petrie	Strathcona, Alta.
"	Federal Labour Union, No. 9	J. R. Adshead	Box 356, Strathcona, Alta.
"	Bricklayers and Masons' International Union, No. 4	F. J. Marshall	Box 461, Strathcona, Alta.
Taber	United Mine Workers of America, No. 102	Wm. Russell	Taber, Alta.
"	United Mine Workers of America, No. 1959	E. Brown	Taber, Alta.
Wetaskawin	International Brotherhood of Maintenance-of-Way Em., No. 373	Wm. Milton	Wetaskawin, Alta.
Wainwright	Brotherhood of Locomotive Engineers, No. 796	H. Corey	Wainwright, Alta.
"	Brotherhood of Railway Carmen, No. 449	J. Cathrae	Wainwright, Alta.
British Columbia—			
Corbin	United Mine Workers, No. 2877	Jas. Davis	Corbin, B.C.
Ashcroft	Brotherhood of Maintenance-of-Way Em., Ashcroft Div., No. 210	Donald T. H. Sutherland	Asheroft, B.C.
Central Park	Amalgamated Society of Carpenters and Joiners	J. Anderson	Box 233, Central Park, B.C.
Cranbrook	International Association of Machinists, No. 588	Wm. P. McDonald	Cranbrook, B.C.
"	International Typographical Union, No. 540	Leo P. Sullivan	Cranbrook, B.C.
"	Order of Railway Conductors, Elk River Division No. 407	D. A. McLean	Cranbrook, B.C.
"	Brotherhood of Locomotive Engineers, No. 563	M. E. Palmer	Cranbrook, B.C.
"	Brotherhood of Locomotive Firemen, No. 559	W. A. Rose	Cranbrook, B.C.
"	Bro. of Locomotive Trainmen, Buckley Lodge, No. 585	D. McLean	Box 83, Cranbrook, B.C.
"	Brotherhood of Railway Carmen, Kootenay Lodge, No. 173	F. McKenna	Cranbrook, B.C.
Yahk	Bro. of Maintenance-of-Way Employés, Cranbrook Div. No. 229	C. Nelson	Yahk, B.C.
Cranbrook	Journeymen Barbers' International Union, No. 632	Jake Huber	Cranbrook, B.C.
"	United Brewery Workmen, No. 308	Geo. Shrimpton	Cranbrook B. & M. Co., Cranbrook.
Britannia	Western Federation of Miners, No. 216	A. C. Webb	Britannia, B.C.
Duncan, V.I.	Cowichan Federal Union, No. 7	Rev. C. M. Tate	Duncan, V.I., B. C.
Wellington	International Brotherhood of M. W. Employés, No. 533	W. H. Smith	Wellington, B. C.
Eholt	Brotherhood of Locomotive Engineers, No. 579	A. Kenward	Eholt, B.C.
Midway	Bro. of Maintenance-of-Way Employés, Eholt Division, No. 196	Chas. E. Moll	Midway, B.C.
Eholt	Brotherhood of Railway Carmen, No. 104	J. F. Ahlin	Eholt, B.C.
Fernie	Bricklayers and Masons' International Union, No. 3	Robt. Stewart	Box 12, Fernie, B. C.
"	United Brotherhood of Carpenters and Joiners, No. 1220	F. H. Shaw	Box 110, Fernie, B. C.
"	Wood, Wire and Metal Lathers' International Union, No. 304		Fernie, B.C.
"	Journeymen Stonecutters' Union, of North America	Geo. Stead	Fernie, B.C.
"	Amalgamated Society of Carpenters and Joiners	A. Ward	Fernie, B.C.
"	International Brotherhood of Electrical Workers, No. 635		Fernie, B.C.
"	International Typographical Union, No. 555	A. J. Buckley	Fernie, B.C.
"	Miners' Union, No. 2314, U.M.W. of America	David Rees	Fernie, B.C.
"	Bartenders' International League, No. 349	J. Edw. Feist	cr. Northern Hotel, Fernie, B.C.
"	Team Drivers' International Union, No. 141	Albert L. Boles	Drawer 121, Fernie, B.C.
"	United Brewery Workers' International Union, No. 308	John Johnson	Box 1071, Fernie, B.C.
"	Hotel and Restaurant Employés. Union, No. 514	J. A. Goupill	cr. Waldorf Hotel, Fernie, B.C.

"	Labourers' Protective Union, No. 12,667		Fernie, B.C.
Ferguson	Lardeau Miners' Union, No. 119	Geo. Weir	Ferguson, B.C.
Granite Island, Fox Island	Quarry Workers' International Union	H. Campbell	Granite Island, B C.
Golden	Bro. of Maintenance-of-Way Employés, Canyon Div., No. 165	W. Johnson	Box 76, Golden, B.C.
Greenwood	United Bro. of Carpenters and Joiners of America, No. 529	W. Connell	Box 121, Greenwood, B.C.
"	International Brotherhood of Electrical Workers, No. 524	Chas. E. Summers	Greenwood, B.C.
Phoenix	International Typographical Union, No. 358	Gilbert Kay	Drawer A., cr. Pioneer O., Phoenix.
Greenwood	Greenwood Miners' Union No. 22 (W.F.of M.)	Lester McKenzie	Greenwood, B.C.
"	Industrial Workers of the World, No. 311	Frank Spearing	Greenwood, B. C.
Grand Forks	Interantional Brotherhood of Electrical Workers, No. 612		Grand Forks, B.C.
"	Smeltermen's Union (W.F. of M.), No. 180	Walter E. Hadden	Grand Forks, B.C.
Hosmer	United Bro. of Carpenters and Joiners, No. 1856	R. J. Cole	Box 30, Hosmer, B.C.
"	United Mine Workers of America, No. 2497	J. Ayre	Hosmer, B.C.
Hedley	Miners and Millmen's Union, No. 161 (W.F.of M.)	T. H. Rotherham	Hedley, B.C.
Kamloops	Order of Ry. Conductors, Pacific Division, No. 267	John Herchmer	Kamloops, B.C.
"	Bro. of Ry. Trainmen, A. E. Elliott Lodge, No. 519	V. H. Mott	Kamloops, B.C.
"	Bro. of Locomotive Firemen and Enginemen, No. 258	T. J. Wilcox	Box 92, Kamloops, B.C.
Kaslo	Miners' Union, No. 69	L. A. Lemon	Kaslo, B.C.
Kimberley	Miners' Union, No. 100	N. P. Villeneuve	Kimberley B. C.
New Michel	United Bro of Carpenters and Joiners, No. 1904	L. L. Waite	New Michel, B.C.
Michel	Michel Miners' Union No. 2334, U.M.W. of America	M. Birrell	Michel, B.C.
Mission City	Inter Bro. of Maintenance-of-Way Employés, Mission City Div., 168	Wm. Goodwin	Mission City, B.C.
Moyie	Miners' Union No. 71	James Roberts	Moyie, B.C.
"	Industrial Workers of the World, No. 338	R. A. Smith	Moyie, B.C.
Nanaimo	United Mine Workers' Union, No. 66	Joseph Neen	Nanaimo, B.C.
"	American Federation of Musicians, No. 41	E. C. Gibson	Box 193, Nanaimo, B.C.
Nelson	Bricklayers and Masons' International Union, No. 4	John Notman	Nelson, B.C.
"	Amalgamated Society of Carpenters and Joiners	J. E. Halliday	Box 1006, Nelson, B C.
"	United Bro. of Carpenters and Joiners of America, No. 524	J. W. Bennett	Box 202, Nelson, B.C.
"	Journeymen Stonecutters' Union of North America	Ritchie Dugal	Nelson, B.C.
"	International Association of Machinists, No. 663	W. H. Smedley	Box 253, Nelson, B.C.
"	International Brotherhood of Electrical Workers, No. 618	Wm. R. Burgess	Box 782, Nelson, B.C.
"	Brotherhood of Ry. Carmen of A., Nelson Lodge, No. 98	I. A. Austin	Nelson, B.C.
"	International Typographical Union, No. 340	W. G. McMorris	Box 484, Nelson, B.C.
"	Cigarmakers' International Union, No. 432	H. S. Pike	Box 793, Nelson, B.C.
"	Miners' Union, No. 96	Frank Phillips	Box 106, Nelson, B.C.
"	Order of Railway Conductors, Division No. 460	A. Halkett	Box 216, Nelson, B.C.
"	Brotherhood of Locomotive Firemen, No. 631	J. M. Houlding	Box 1084, Nelson, B.C.
"	Brotherhood of Railway Trainmen, Kootenay Lodge, No. 558	Box 258	Nelson, B.C.
"	Inter. Bro. of Maintenance-of-Way Employés, No. 181	F. Gustafson	Box 265, Nelson, B.C.
"	United Brewery Workmen's International Union, No. 28	Geo. S. Drewett	Madden House, Nelson, B.C.
"	Journeymen Barbers' International Union, No. 196	Walter Shackleton	Nelson, B.C.
"	Bartenders' International League, No. 435	A. P. Larsek	Box 915, Nelson, B.C.
New Westminster	United Brotherhood of Carpenters and Joiners, No. 1639	John Scarlett	New Westminster, B.C.
"	Amalgamated Society of Carpenters and Joiners, No. 1	J. Brooks	1027 Queen's Ave., NewWestminster
"	Journeymen Plumbers, Steamfitters and Steamfitters' Helpers, No495	F. Symington	New Westminster, B.C.
"	Electric Workers' Union (Civic)	John Digby	New Westminster, B.C.
"	International Typographical Union, No. 632	F. E. Johnstone	Box 276, New Westminster, B.C.
"	Fishermen's Union	H. J. Butterfield	Box 185, New Westminster, B.C.
"	Cigarmakers' International Union, No. 486	Herman Kaudson	Box 613, New Westminster, B.C.
"	Amalgamated Asso. of St. Ry. Employés of America, No. 134	Geo. T. Reid	331 7th St., New Westminster, B.C.
"	General Teamsters' Union, No. 159	F. G. Ferguson	1037 4th Ave., New Westminster,BC.
"	Bartenders' International League, No. 784	P. Paulson	Fraser Hotel, New Westminster, B.C.

DIRECTORY OF LABOUR ORGANIZATIONS.—*Continued.*

Locality.	Name and Number of Organization.	Secretary.	Secretary's Address.
New Westminster	Journeymen Barbers' Union, No. 573	Wm. Breimer	Depot Hotel Barber Shop, New Westminster, B.C.
"	Dominion Civil Servants' Association	E. D. Lennie	Customs, New Westminster, B.C.
North Bend	Brotherhood of Railway Carmen, No. 197	Hugh Durkin	North Bend, B.C.
Prince Rupert	United Bro. of Carpenters and Joiners, No. 1735	D. Maclean	Box 694, Prince Rupert, B.C.
"	International Typographical Union, No. 413	J. H. Lewys	Box 840, Prince Rupert, B. C.
"	International Brotherhood of Teamsters, No. 361	.....	.....
"	International Longshoremen's Association, No. 307	J. B. Gallard	Prince Rupert, B.C.
"	Prince Rupert Workingmen's Association	P. Daly	Box 465, Prince Rupert, B.C.
Phoenix	United Brotherhood of Carpenters and Joiners of America, No. 618	D. McDougall	Phoenix, B.C.
"	Miners' Union, No. 3	A. H. McPherson	Phoenix, B.C.
"	Industrial Workers of the World, No. 155	Geo. W. Rogers	Phoenix, B.C.
Stewart, Portland Canal	Western Federation of Miners, No. 181	John McLaven	Stewart, B.C.
Revelstoke	International Association of Machinists, No. 258	Theo. J. Wadman	Union Hotel, Revelstoke, B.C.
"	Boilermakers and Iron Shipbuilders of America, No. 466	J. Hooley	Box 675, Revelstoke, B.C.
"	International Brotherhood of Blacksmiths, No. 407	Jas. M. Geble	Y.M.C.A. Box, Revelstoke, B.C.
"	Journeymen Tailors' Union, No. 175	Peter McLeod	Box 733, Revelstoke, B.C.
"	Order of Railway Conductors, No. 487	J. J. Porter	Revelstoke, B.B.
"	Brotherhood of Locomotive Engineers, No. 657	H. Creelman	Box 27, Revelstoke, B.C.
"	Brotherhood of Locomotive Firemen, No. 341	Frank Mitchell	Revelstoke, B.C.
"	Bro. of Railway Trainmen, Glacier Lodge, No. 51	L. A. Warner	Revelstoke, B.C.
"	Bro. of Maintenance-of-Way Employés, Revelstoke Div., No. 203	Andrew Blackburg	Revelstoke, B.C.
"	Brotherhood of Railway Carmen, No. 481	J. Fletcher	Revelstoke, B.C.
"	Federal Labour Union, No. 12775	A. C. Wilson	Revelstoke, B.C.
Nakusp, Roseberry	Bro. of Maintenance-of-Way Employés, Sandon Div., No. 173	W. Nelson	Nakusp, B.C.
Rossland	Carpenters and Joiners' Union, No. 1	.....	Rossland, B.C.
"	International Typographical Union, No. 335	Harry Falconer	Rossland, B.C.
"	Journeymen Tailors' Union, No. 252	Alex. Cameron	Box 343, Rossland, B.C.
"	Miners' Union, No. 33	Chas. E. Laughlin	Rossland, B.C.
"	Barbers' Association	W. J. Prest	Rossland, B.C.
Sandon	Miners' Union, No. 31	A. Shilland	Sandon, B.C.
Notch Hill, Shuswap	Bro. of Maintenance-of-Way Employés, Sandon Div., No. 193	Neil Johnson	Notch Hill, B.C.
Silverton	Miners' Union, No. 95	Fred. Liebacher	Box 35, Silverton,B.C.
VanAnda, Texada	Miners' Union, No. 113	T. T. Rutherford	Box 888, VanAnda, B.C.
Trail	Mill and Smeltermen's Union, No. 105	Ralph Moore	Box 26, Trail, B.C.
Vancouver	Bricklayers and Masons' International Union, No. 1	Wm. S. Dagnall	Box 53, Vancouver, B. C.
" North	United Brotherhood of Carpenters and Joiners, No. 1435	L. L. Woodard	North Vancouver, B.C.
"	Amalgamated Society of Carpenters and Joiners, Branch No. 1	D. Henderson	Box 991, Vancouver, B.C.
"	Amalgamated Society of Carpenters and Joiners, Branch, No. 4	J. G. McDonald	1627 Grant St., Vancouver, B.C.
"	Amalgamated Society of Carpenters and Joiners, Branch No. 2	G. F. Reid	1517 Barnard St., Vancouver, B.C.
"	Amalgamated Society of Carpenters and Joiners, Branch No. 3	A. J. Hancock	924 7th Ave., W., Vancouver, B.C.
"	United Brotherhood of Carpenters and Joiners of America, No. 617	H. Burnham	927 Westminster Ave., Vancouver.
"	Carpenters and Joiners' National Union, No	Chas. Maynard	Vancouver, B.C.
"	Amalgamated Society of Carpenters and Joiners (Branch 5)	J. F. Haskell	780 Cordova St., E., Vancouver, B.C.
"	Bro. of Painters, Decorators & Paperhangers of America, No. 133	J. McMillan	657 Barnard St., Vancouver, B.C.
"	Wood, Wire and Metal Lathers' International Union, No. 207	V. R. Midgley	1242 Burrard St., Vancouver, B.C.
"	Operative Plasterers' International Association, No. 89	John J. Cornish	1809 11th Ave., E., Vancouver, B.C.

"	United Asso. of Plumbers and Steamfitters, No. 170	H. Lawson	53 Hastings E., Vancouver, B.C.
"	Journeymen Stonecutters' Association of North America	J. Marshall	Box 1047, Vancouver, B.C.
"	Cement Workers' Union	B. Bassett	515 Pender St., W., Vancouver, B.C.
"	Shinglers' Union, No. 1	R. W. Niles	975 Hornby St., Vancouver, B.C.
"	International Association of Marble Workers, No. 92	G. J. Evans	968 Pender St., E., Vancouver, B.C.
"	International Association of Marble Workers, No. 91	D. E. Williams	727 Hamilton St., Vancouver, B.C.
"	Granite Cutters' International Association	Edward Hurry	Columbia Hotel, Vancouver, B.C.
"	International Quarry Workers, Union No	A. W. Fox	1803 Pender St., E., Vancouver, B.C.
"	Tile Layers and Helpers' International Union, No. 62	J. Kavanagh	Box 1253, Vancouver, B.C.
"	Builders' Labourers' International Union, No	John Sulley	1885 W. 8th Ave., Vancouver, B.C.
"	Iron Moulders' Union of North America, No. 281	J. Brich	283 Hastings, East, Vancouver, B.C.
"	International Association of Machinists, Beaver Lodge, No. 132	Jas. H. McVety	1744 9th Ave., W., Vancouver, B.C.
"	Amalgamated Society of Engineers, No. 581	Jas. D. Kemp	124 8th Ave., E., Vancouver, B.C.
"	International Brotherhood of Electrical Workers, No. 621	F. N. Thompson	2596 Oak St., Vancouver, B.C.
"	International Brotherhood of Electrical Workers, No. 213	M. A. McInnis	208 Bernard St., Vancouver, B.C.
"	International Brotherhood of Blacksmiths, No. 15	C. J. McAllister	1145 Seymour St., Vancouver, B.C.
"	International Union of Horseshoers, No. 50	John Alexander	Labour Hall, Vacnouver, B. C.
"	Inter Asso. of Bridge & Structural Iron Workers' Union, No. 97	A. Foote	Box 1196, Vancouver, B.C.
"	Inter. Bro. of Boilermakers and Iron Shipbuilders, No. 194	A. Fraser	1151 Howe St., Vancouver, B. C.
"	International Union of Elevator Constructors, No	W. H. Garby	1704 Bismark St., Grand View, Vancouver, B.C.
"	Sheet Metal Workers' Union, No. 220	Jas. Jameison	921 Drake St., Vancouver, B.C.
"	Saw Smiths' Union of North America, No. 9	Jas. B. Crozier	1217 Hastings St., E., Vancouver,BC
"	Amalgamated Woodworkers' International Union, No	J. C. McDonald	1627 Grant St., Vancouver, B.C.
"	Pattern Makers' League of North America	A. Oswald	351 11th Ave., E., Vancouver, B.C.
"	International Typographical Union, No. 226	H. Neelands	Box 66, Vancouver, B.C.
"	International Printing Pressmen's Union, No. 69	J. Munro	440 Richards, Vancouver, B.C.
"	International Brotherhood of Bookbinders of North America, No. 105	I. Cook	2130 Parker St., Vancouver, B.C.
"	Inter. Stereotypers and Electrotypers, Union, No. 88	J. McKinnon	Daily Province, Vancouver, B.C.
"	Journeymen Tailors' Union of America, No. 173	L. Wakeley	Box 503, Vancouver. B.C.
"	Garment Workers' Union, No. 160	Alex. Eaton	Scotland Woollen Mills, Vancouver.
"	Leather Workers' Union, No. 115	G. A. Woodman	321 Fender East, Vancouver, B.C.
"	Cigar Makers' International Union, No. 357	John C. Peuser	Cr. Mainland Cigar Factory,Van.,BC.
"	Bartenders' International League, No. 676	John Martin	Box 424, Vancouver, B.C.
"	International Union of Steam Engineers, No. 397	W. J. Smith	809 10th Ave., E., Vnaocuver, B.C.
"	Brotherhood of Railway Trainmen, Vancouver, Lodge No. 144	H. W. Martin	Box 243, Vancouver, B.C.
"	Brotherhood of Locomotive Firemen, No. 656	Jas. Patrick	1181 Homer St., Vancouver, B.C.
"	Bro. of Maintenance-of-Way Employés, Vancouver Division No. 137	C. A. Comber	C.P.R. Depot, Vancouver, B.C.
"	Amalgamated Association Street and Electric Ry. Employés, No. 101	F. A. Hoover	2409 Clark Drive, Vancouver, B.C
"	National Association of Marine Engineers, No. 7	John McMahon	108 Lorne St., Vancouver, B.C.
"	Brotherhood of Stationery Firemen, No. 289	Frank Williams	416 Barnard St., Vancouver, B. C.
"	Brotherhood of Railway Carmen of America, No. 53	Thos. P. Joyce	1257 Richards St., Vancouver, B.C.
"	Bro. of Loco. Engineers, Kamloops, Div., No. 320	Peter Righter	cr. Boulder, Vancouver, B.C.
"	Team Drivers' International Union, No. 152	Geo. E. Wilson	358 Harris St., Vancouver, B.C.
"	Sailors' Union of the Pacific	John Pearson	122 Alexander St., Vancouver, B.C.
"	Federated Asso. of Letter Carriers, No. 12	F. A. Carr	P. O., Vancouver, B.C.
"	Civic Employés' Federal Union, No. 1	W. B. Fleming	1920 1st Ave., Vancouver, B.C.
"	Hotel and Restaurant Employés' International Alliance, No. 23	Wm. Ellender	462 Cordova St., Vancouver, B.C.
"	Journeymen Barbers' International Union, No. 120	Chas. Stowe	546 Westminster Ave., Vancouver.
"	Musicians' Mutual Pro. Union, No. 145 A.F. of M	J. W. Trendell	640 Robson St., Vancouver, B.C.
"	Journeymen Bakers and Confectioners' International Union, No. 46	Geo. Davidson	1057 Homer St., Vnacouver, B.C.
"	Amalgamated Glass Workers' International Association, No. 40	Jas. Rennie	536 Keefer St., Vancouver, B.C.
"	Cement Workers' Union, No. 140	J. J. Robinson	Labour Hall, Vancouver, B.C.

...OUR ORG... —Continued.

Locality.		Secretary.	Secretary's Address.
Vancouver	Moving ...	...andler	Grand Theatre, Vancouver, B.C.
"	Canadian ...	...nway	260 17th Ave., Vancouver, B.C.
"	Bartenders' In...	...orshee	718 Robson St., Vancouver, B.C
"	Hotel and Rest...	...ose L. Gardner	336 7th Ave., E., Vancouver, B.C.
"	Inter. Alliance T...	...rtin	Vancouver Opera House, Vancouver.
"	United Federal U...	Alexander	1675 8th Ave., West, Vancouver, B.C
"	Western Federation of ...	Webb	622 Hamilton St., Vancouver, B.C.
Victoria, Esquimalt	Bricklayers and Mason...	. Roberts	Thoburn P.O., Esquimault, B.C.
"	United Brotherhood of Carpent...	...dore Crowl	843 Yates St., Victoria, B.C.
"	Amalgamated Society of Carpen...	...arton	1621 Quadra St., Victoria, B.C
"	Brotherhood of Painters, Decorators, ...	...Culligan	1514 Douglas St., Victoria, B.C.
"	Operative Plasterers' International Associa...	...us. McKenna	Victoria, B.C.
"	Inter. Wood, Wire and Metal Lathers' Union, ...	...o. A. Peacock	Victoria, B.C.
"	Journeymen Stone Cutters' Association of Nort...	McKay	Box 507, Victoria, B.C.
"	United Asso. of Plumbers, Gas and Steamfitters' ...	Randell	3157 Gama St., Victoria, B.C.
"	Iron Moulders' Union of America, No. 144	...s. Jacklin	1534 Hulton St., Victoria, B.C.
"	International Association of Machinists, No. 456	...m. S. Robinson	408 Jessie St., Victoria, B.C.
Esquimault	International Brotherhood of Electrical Workers, No.	Wm. Reid	1153 Pandora Ave., Victoria, B.C.
Victoria	International Brotherhood of Boilermakers, No. 191	G. Gilham	Esquimault, B.C.
"	International Brotherhood of Blacksmiths, No. 32	Frank W. Jeeves	2649 Graham St., Victoria, B.C.
"	Amal. Sheet Metal Workers' International Alliance, No. 134	H. Brewster	583 Rithet St., Victoria, B.C.
"	International Union Steam Engineers, No	John McMahon	834 View St., Victoria, B.C.
"	International Typographical Union, No. 201	Geo. M. Watt	Box 209, Victoria, B.C.
"	International Printing Pressmen's Union, No. 79	Wm. Neil	303 Dundas St., Victoria, B.C.
"	International Brotherhood of Bookbinders, No. 147	G. S. Carr	33 Government St., Victoria, B.C.
"	Bakery and Confectionery Workers' International Union, No. 99	J. C. Watters	527 Ritchett St., Victoria, B. C.
"	Bartenders' International League, No. 814	J. G. Frank	Canada Hotel, Victoria, B.C.
"	Cooks and Waiters' Union, No. 459	C. H. Chamberlain	585 Bay St., Victoria, B.C.
"	Journeymen Tailors' Union of America, No. 142	Ed. Christopher	Box 387, Victoria, B.C.
"	Garment Workers' Union	Miss A. Harding	1630 Pembroke St., Victoria, B.C.
"	Cigarmakers' International Union, No. 211	J. L. Smith	2515 Rose St., Victoria, B.C.
"	Shipmasters' Association	Capt. G. Kirkendale	Shipping Master, Victoria, B.C.
" West	Brotherhood of Railroad Trainmen, No. 613	A. M. Porter	Victoria West, B.C.
"	National Association of Marine Engineers, No. 6	Peter Gordon	808 Blanchard St., Victoria, B.C.
"	Longshoremen's Marine and Transport Workers' Union, No. 227	John Quinn	46 Montreal St., Victoria, B.C.
" West	Amalgamated Society of Street Railway Employés, of Amer. No. 109	R. A. C. Dewar	1237 Johnson St., Victoria West, B.C
"	International Brotherhood of Team Drivers, No. 220	H. C. Chitchley	593 John St., Victoria, B.C.
"	Stationary Engineers' Association, No. 12	A. M. Aitken	268 Ontario St., Victoria, B.C
"	Federated Asso. of Letter Carriers, No. 11	C. Sivertz	1278 Denman St., Victoria, B.C.
"	Journeymen Barbers' International Union, No. 372	J. P. Gropp	1307 Government St., Victoria, B.C
"	Musicians' Mutual Protective Union, No. 247	A. E. Greenwood	Box 586, Victoria, B. C.
"	International Alliance of Theatrical Stage Employés, No. 168	John H. Cragg	853 View St., Victoria, B.C.
"	Labourers' Protective Union, No. 2	A. R. Sherk	1302 Gladstone Ave., Victoria, B.C.
Vernon	International Typographical Union, No. 541	Burt R. Campbell	Vernon, B.C.
Ymir	Miners' Union, No. 85	W. B. McIsaac	Ymir, B.C
Yukon—			
Dawson City	Carpenters and Joiners' Union, No. 1	Gavin Fowlie	Dawson, Yukon.
"	International Union of Steam Engineers, No. 360	Jas. W. Stingle	Box 183, Dawson, Yukon.

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